



# Tyne and Wear Integrated Transport Authority

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Meeting to be held at Newcastle Civic Centre  
on Thursday 23 July 2009 at 11.30 am  
(Labour Group meeting at 10.30 am) (Opposition Group meeting at 11.00am)

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## Please Note Change of Time

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1. Apologies for Absence

2. Declarations of Interest

(If any Member has a personal/prejudicial interest please complete the appropriate form and hand this to the Democratic Services Manager before leaving the meeting. A blank form can be obtained from the DSM at the meeting).

Members are reminded to verbally declare their interest and the nature of it and, if prejudicial, leave where appropriate at the point of the meeting when the item is to be discussed.

3. Minutes

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**NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.**

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## Tyne and Wear Integrated Transport Authority

28 May 2009  
(10.00 - 11.30 am)

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### **Present:**

Councillor: D Wood (In the Chair)

Councillors: Austin, Blackburn, Green, Hanson, Hodson, Keating, Lott, McElroy, Scott, Stone, Symonds and P Wood

### **In Attendance:**

B Rowland, S Ovens, R Hibbert, R Gill, P Fenwick, S Vincent and J Curran.

### **Representing Nexus:**

B Garner, J Fenwick, T Hughes and L Robinson.

### 23. **APPOINTMENT OF CHAIRMAN**

**RESOLVED** – That Councillor D Wood be appointed as Chair for the ensuing Municipal Year.

### 24. **INTRODUCTORY COMMENTS**

In response to a request for a Statement of Ambitions for the coming year, the Chair referred members to the new finalised document entitled “New Direction for Travel 2009-2012”. This was a statement of the vision of the new ITA building on the successes of the Tyne and Wear Passenger Transport Authority. This document also outlined the opportunities for the ITA in relation to taking transport forward in the region and impact on modes of travel within Tyne and Wear. Copies had been circulated and spare copies were available on request.

### 25. **DECLARATIONS OF INTEREST**

Councillors Blackburn and Green declared an interest in relation to discussions related to concessionary travel. Councillor P Wood declared an interest arising from his involvement with community transport in Sunderland.

26. **MEMBERSHIP OF THE AUTHORITY**

In accordance with the provisions of the Local Government (Access to Information) 1985 the Chair agreed to accept a tabled report.

The Chair welcomed Councillor Scott from Sunderland to his first meeting of the Authority.

**RESOLVED** – That the information be received and noted.

27. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Maughan, Taylor and MacMillan.

28. **APPOINTMENT OF VICE CHAIRMEN**

(a) **Appointment of Statutory Vice Chairman**

**RESOLVED** – That Councillor Scott be appointed as Statutory Vice Chairman.

(b) **Appointment of Other Two Vice Chairmen**

**RESOLVED** – That Councillors McElroy and Hanson be appointed as Vice Chairmen.

(c) **Appointment of Lead Members Portfolios**

**RESOLVED** – That lead members portfolios be agreed as follows:-

Chairman	-	Modal shift
Councillor Scott	-	Regeneration and Communication
Councillor Hanson	-	Tyne Tunnel/New Tyne Crossing
Councillor McElroy	-	Social Inclusion

(It was noted the portfolios may change during the year)

(d) **Appointment of Leader of the Opposition**

**RESOLVED** – That Councillor Keating be appointed as Leader of the Opposition.

29. **APPOINTMENTS 2009/10**

Submitted: Report of the Acting Clerk ((copies attached to official minutes).

**RESOLVED** – That the following appointments be made for the ensuing Municipal Year:-

- (a) Delegated Committee - Councillors D Wood, Scott and Keating (or their substitutes)
- (b) Tyne Tunnels Working Group - Councillors Hanson (Chair), MacMillan, D Wood, Lott, Hodson and Austin
- (c) Standards and Audit Committee – Councillors Green, Blackburn, MacMillan, Stone and D Wood.
- (d) Independent Chair - Mr M Scrimshaw
- (e) Independent Members - Ms E Green, Mr A Atkinson, Mr G Clark
- (f) PTA Scrutiny Advisory Committee – Membership to be advised
- (g) ITA Working Group – Councillor D Wood, Scott, Blackburn, Hanson, Lott, McElroy and W Taylor
- (h) Outside Bodies
  - Local Government Association - Councillors D Wood, Scott, J Blackburn and P Wood
  - PTA Special Interest Group – Councillors D Wood, Scott and Keating (or their substitutes)
- (i) District Transport Spokesmen (form this Authority)
  - Councillor McElroy – Gateshead
  - Councillor Blackburn – Sunderland
  - Councillor D Wood – Newcastle
  - Councillor Hanson – South Tyneside
  - Councillor Lott – North Tyneside

30. **CALENDER OF MEETINGS**

Submitted: Calendar of meetings for 2009/10 (copies attached to official minutes).

The Chair advised there may need to be changes in line with any new corporate governance arrangements.

**RESOLVED** – That the information be received and noted.

### 31. **METRO REINVIGORATION UPDATE**

Submitted: Report of the Director General of Nexus (copies attached to official minutes).

K Mackay introduced the report which gave members an update on the implementation of the Metro Reinvigoration Programme.

#### **Questions/Comments:**

Members raised the following questions/comments:

- In response to a query on the reference to the concession running for a period of seven – nine years, K Mackay explained this was quite usual in this type of transaction. The case submitted for funding had covered a nine year period. Bidders had been given instructions to produce a financial evaluation over a nine year period.
- 
- An update on Sunderland Station would be given later on in the meeting.
- In connection with this project, a member commented on the importance of evaluating similar projects in other cities in Europe and he drew particular attention to his recent visit to the transit system in Stockholm. K Mackay advised that he expected that the bidders would, in their presentation, reflect achievements undertaken elsewhere in the UK and internationally. This would be used to evidence how they would achieve what was required of them. He added that one of the bidders was the successful operator of the Stockholm Metro.

**RESOLVED** – That the report be received and noted.

### 32. **MINUTES**

#### **(a) Tyne & Wear ITA of 26th March 2009**

The minutes of the ITA Integrated Transport Authority of 26 March 2009 were confirmed as a correct record and signed by the Chair.

#### **Matters Arising:-**

#### **(a) Sunderland Station**

B Garner explained that technical difficulties had been experienced with the new escalators at Sunderland Station. The main contractor had now gone into administration and there was some difficulty in getting the remedial works done.

Agreement had been reached with the sub-contractors who would complete the works to the escalators. There was an additional problem in that the sub-contractor needed approval from the manufacturer in respect of the technical adjustments to validate the

warranty. This documentation was awaited. He expected this to be completed within the next few days and apologised to members for this delay to Phase 1. Phase 2 of the works involved improvements to the quality of the environment to the passengers and this work had now gone out to tender. Tenders had been received and were within budget. B Garner expected the contract to be let during the second week in June and for the contractor to be on-site late June/early July.

(b) **Local Transport – Update and Interim Arrangements**

B Garner expected there to be another meeting of the Working Group in the near future and explained that efforts would be made to involve other stakeholders in these meetings.

(c) **Integrated Transport Authority Vision**

The booklet entitled “A New Direction for Travel 2009-2012” was now finalised and copies were being circulated to members. It was intended that it would be widely circulated through local authorities, libraries and to local MPs.

(d) **Bus Strategy**

B Garner gave an update on the Bus Strategy and Network Design exercise. A letter had been sent to the District Chief Executives in Tyne and Wear asking for feedback on where the priority gaps in terms of the services were perceived to be. Discussions would also be held with individual members of the ITA to take this matter forward.

(e) **Update on Concessionary Travel**

Members were advised that the take up for the CAT scheme for children had improved significantly and overall take up was now 5% higher than it had been in September 2008. The number of overall journeys had gone up 22%. The local authorities were to raise awareness of the CAT scheme through the schools. Members welcomed the good start to the scheme and were advised that this would continue to be monitored and reports would be brought back in due course.

B Garner confirmed that the peak restriction in the use of Gold Cards would be removed during July and August as had been done in the previous two years. In response to a query he confirmed that bus operators could be asked to do the same though he stressed this could not be enforced.

(b) **ITA Policy Seminar of 23rd April 2009**

The notes of the ITA Policy Seminar of 23 March were received for information subject to one amendment, G MacDonald was not a Councillor.

**Matters Arising:-**

Reference was made to a recent announcement by the Under Secretary of State for Transport relating to the DfT launch of its Sustainable Travel City Demonstration Project. Early information indicated that £29m had been allocated and cities were being offered the chance to bid to become the country’s first sustainable travel city.

Bids would have to be with the DfT by 17 July so this was a relatively short time scale. Guidance had not been received so far as to how the bids should be submitted. B Garner suggested that it would be sensible to consider the Authority's bid at its Policy Seminar on 25 June with a view to submitting it to the DfT in early July.

A member queried as to what extent this bid would be used to keep existing objectives towards sustainability. R Hibbert advised that the Authority needed to demonstrate that it could deliver reasonably sustainable transport schemes and this could include cycling, use of public transport, pedestrian or car clubs for example. The test would relate to continuity and ability to deliver over the next two years.

R Gill added that the ITA would need to be a co-signatory to any bid put forward. The bid was to be developed by the LTP Core Team in consultation with key stakeholders.

### 33. **2008/09 CAPITAL PROGRAMME - OUTTURN REPORT**

Submitted: Report of the Director of Finance and Resources, Nexus (copies attached to official minutes).

J Fenwick introduced the report which advised members of the outturn position on the Capital Programme for the year ending 31 March 2009 and the impact this had on the three year (2009/2010 – 2011/12) Capital Programme. The appendices (a), (b) and (c) were tabled (for copy see official minutes).

#### **RESOLVED – That**

- (i) the position with regard to the 2008/09 Capital Programme be noted;
- (ii) the position regarding the 2009/10 – 2011/12 Programme be approved and
- (iii) the scheme changes as detailed in appendix (c) to the report be approved.

### 34. **REVIEW OF CORPORATE GOVERNANCE**

Submitted: Report of the Clerk of the Legal Advisor and Monitoring Officer (copies attached to official minutes).

S Ovens introduced the report which advised the Authority that a review of its corporate governance arrangements had been carried out and sought approval for the amendment to the Authority Standing Orders, Delegations to Officers and the Financial Regulations.

In response to a query on financial regulation 7 (paragraph 7.3) which detailed the Deputy Clerk and Treasurer or his representative were organised to visit any establishment of the Authority and have immediate access to all records and documents, M France explained that this referred to the audit work carried out on a regular basis by the Internal Audit section.



**RESOLVED – That**

- (i) the review of Corporate Governance arrangements be noted;
- (ii) approval be given to the amendment to:
  - (a) the Standing Orders referred to in paragraph 4 of the report;
  - (b) the delegations to officers referred to un paragraph 5; and
  - (c) Financial Regulations referred to in paragraph 6.

**35. SCRUTINY ADVISORY COMMITTEE ANNUAL REPORT**

Submitted: Report of the Chair of the Scrutiny Advisory Committee (copies attached to official minutes).

P Staines introduced the report drawing attention to the key issues which were outlined in paragraph 5. Any issues which the Authority wished could be referred to the Scrutiny Committee to look at.

The Chair thanked the Scrutiny Committee for the work it undertook which was much appreciated.

**RESOLVED – That the report be received and noted.**

**36. POLICY WORK PROGRAMME 2009/10**

Submitted: Report of the Acting Clerk to the ITA and the Director General of Nexus (copies attached to official minutes).

R Gill introduced Scott Vincent who was the new senior ITA Policy Officer working in the Policy Team.

He went on to introduce the report which gave an overview of the issues and opportunities for the ITA over the year ahead and detailed the proposed policy work programme for the year ahead. In response to a member's query he confirmed that the overarching objectives of the ITA did form the basis of the policy making work.

**RESOLVED – That the report be received and noted and the Work Programme agreed.**

**37. UPDATE ON THE TYNE & WEAR CITY REGION TRANSPORT GOVERNANCE REVIEW**

Submitted: Report of the Acting Clerk to the ITA (copies attached to official minutes).

B Rowland introduced the report which gave an update on the City Region Transport Governance Review including consideration of various governance arrangements considered by the review process. He outlined the likely timescale in the near future. It was hoped there would be a meeting with Atkins in July when they would present their final report.

R Hibbert then outlined the details of Stage 2 of the review. The Review Group was to meet again on 9 June 2009 and the ITA Working Group would meet around the same time to consider the latest developments.

**RESOLVED – That**

- (i) the report be received and noted;
- (ii) the ITA Working Group would consider issues arising from the Governance Review and revise the ITA on future LTP working arrangements as a priority.

**38. NEW TYNE CROSSING UPDATE**

Submitted: Report of the NTC Project Director (copies attached to official minutes).

P Fenwick introduced the report which gave an overview of progress made on the construction since the last meeting of the Authority. He circulated a booklet entitled "New Tyne Crossing – Construction Activity Summary – May 2009". He drew members' attention to the fact that the opening date for the new tunnel had now been moved back to February 2011. However the date for final completion remained at December 2011. He referred to plans for an exhibition would hopefully be put together before the next meeting of the Authority.

The Chair suggested that a visit to the New Tyne Crossing site be included in the Authority's annual tour to be undertaken on 27 August 2009. He felt this was important as the New Tyne Crossing was the most significant engineering project in the region for many years.

**RESOLVED – That**

- (i) the progress be made to date be noted; and
- (ii) the New Tyne Crossing be included on the itinerary for the Authority's annual tour on 27 August 2009.

**39. PROGRAMME SMART - SMART TICKETING FOR THE NORTH EAST**

Submitted: Report of the Director General of Nexus (copies attached to official minutes).

T Hughes introduced the report which advised on programme towards developing Smart Ticketing for Tyne and Wear since the report presented to the Authority in January 2009 and it sought approval to allocate LTP block funding to contribute to the purchase of Smart Ticketing equipment for local buses.

In response to a query T Hughes explained that one of the local bus operators “Go North East” were looking at the possibility of the Smart ticketing and indicated they may undertake a pilot between Sunderland and Durham.

In response to a further query, T Hughes explained that Smart card readers would be used on individual buses and at the end of each day the information will be downloaded to back office systems. The system would recognise individual tickets and conditions so it will know whether a passenger is entitled to travel. B Garner felt it would be useful to have a presentation of the new technology at a future policy seminar so that members fully understood the potential at a practical level.

**RESOLVED – That**

- (i) the report be received and noted;
- (ii) the allocation of LTP public transport block funding be approved in years 2010-11 to contribute towards Smart ticketing equipment for local buses.

**40. KICKSTART BUS CHALLENGE**

Submitted: Report of the Director General of Nexus (copies attached to official minutes).

B Garner introduced the report which gave information on the bids for Kickstart funding for Tyne and Wear which was currently being prepared by Nexus and bus operators. A list of the 2009 Kickstart bid proposals had been circulated (for copies see official minutes). He intended to bring a report to the Special ITA meeting on 29 June as the bid had to be submitted to the Department for Transport in early July.

A member queried whether there was to be any infrastructure improvement in order for express buses to get through “bottlenecks”. Looking at current finances allocated it could take in excess of four years to achieve this. B Garner agreed further work was needed to ascertain the implications of delivering the Kickstart programme. In response to a query he confirmed that the DfT were looking at the implications of any environmental criteria set out as part of the scheme. Work was ongoing on this.

**RESOLVED – That the report be received and noted.**

**41. ITA AND NEXUS SUPPORT FOR THE LOCAL ECONOMY**

Submitted: A replacement report was circulated. This was a report of the Clerk and the Director General of Nexus (copies attached to official minutes).

B Garner introduced the report which set out a plan that would allow the ITA and Nexus to play their part supporting the economy of Tyne and Wear during the current economic downturn. The outline key areas of activity were detailed in the report.

**Questions/Comments:-**

- Members welcomed the initiative and particularly the work being carried out with ANEC.
- Local Authorities were being encouraged by Government to bring forward any capital spend, eg through the LTP which could stimulate the local economy. A number of schemes were being considered in connection with this.
- A member explained as Chair of the Newcastle Futures he particularly welcomed this report and hoped that this would lead to an increased number of apprenticeships and training opportunities available. In response to a query B Garner confirmed that Nexus did take on apprenticeships.
- In response to a query on the sixth month work placements with Nexus Metro B Garner could not guarantee that this would lead to full time employment but would give trainees valuable experience.

**RESOLVED** – That the report be received and noted and the activities Nexus planned to undertake be endorsed.

**42. ITA / NEXUS AWARD NOMINATIONS**

Submitted: Report of the Director General of Nexus.

A member raised a query in relation to the Quaylink service and outlined concerns that the service was due for renewal and queried whether procedures were in hand in relation to this. B Garner explained that there were four parties involved in operating key link, ie Nexus, Newcastle City Council, Gateshead Council and Stagecoach. The current contract was due to expire next year. Discussions were ongoing on renewing the contract and taking the service forward.

**RESOLVED** – That the report be received and noted.

**43. EXCLUSION OF PRESS & PUBLIC**

**RESOLVED** – That the press and public be excluded from the meeting during consideration of the confidential minutes of the previous meeting.

44. **CONFIDENTIAL MINUTES OF THE MEETING HELD ON 26TH MARCH**

The confidential minutes' of the meeting held on 26 March 2009 were confirmed as a correct record and signed by the Chair.

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## Tyne and Wear Integrated Transport Authority

29 June 2009  
(10.00 - 10.30 am)

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### **Present:**

Councillor: D Wood (In the Chair)

Councillors: Keating, Stone, Austin, Blackburn, Lott, Maughan, McElroy, McMillan, Scott, Symonds and P Wood.

### **In Attendance:**

P Woods, M France, R Gill, S Vincent, P Staines, T Wood, J Curran, D Haslett, C Tyrell (Audit Commission)

### **Representing Nexus:**

B Garner, T Hughes

### 45. **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Hanson, Hodson and Green.

### **CHAIRMAN'S INTRODUCTORY COMMENTS:**

The Chair welcomed members to the Special Meeting of the Committee which was to approve the annual accounts (pre-audit). He welcomed Councillor McMillan (South Tyneside Council) to her first meeting of the authority.

#### **(a) Annual Governance Statement 2008/09**

Submitted: A Report of the Acting Clerk and Deputy Clerk to the ITA (copies attached to Official Minutes).

R Gill introduced the report explaining that the annual governance statement was the key corporate document. It was also the statutory requirement that the ITA conduct an annual review of the effectiveness of its governance and internal control arrangements and include a statement to that effect within its annual report and accounts. He outlined the document in detail which summarised the operation of the governance internal control environment during 2008/09, the extent to which it should or had operated satisfactorily and highlighted significant weaknesses in areas requiring improvement. Once approved, the document would be signed by the clerk or deputy clerk and the chair.

The annual governance statement had been considered by the Standards and Audit Committee at its meeting on the 26 June. He drew members attention to the significant weaknesses identified in the information governance. This had been highlighted in the lead authorities annual governance statement and as the ITA relied on these systems, it was disclosed as a significant weakness in the ITA's governance and internal control arrangements during 2008/09. However, the amount of information used by the ITA compared to Newcastle City Council, was relatively small.

The Standards and Audit Committee had also recommended strengthening the membership of the Scrutiny Committee by the appointment of independent members. The AGS would need to be considered again by Committee in September prior to approval of the final accounts.

**RESOLVED – That:**

- (i) the annual governance statement be approved for inclusion in the draft annual report and accounts 2008/09;
  - (ii) it be noted that the annual governance statement would be up-to-date at the time of the final publication which did not take place until the accounts had been audited and finalised in December 2009. The annual governance statement would therefore be updated and submitted to this Committee, again for consideration in September 2009.
  - (iii) the updated Local Code of Corporate Governance be approved for publication on the ITA's external website.
- (b) **Annual Accounts 2008/09 (pre audit)**

Submitted: A Report of the Deputy Clerk and Treasurer (ITA) copies attached to Official Minutes).

P Woods introduced the report explaining that the annual accounts for 2008/09 had been prepared to comply with all relevant regulations. This included the requirement to produce group accounts, to include information from Nexus. He went on to outline changes in accounting practice, particularly the requirement to include "Statement of Recommended Accounting Practice" (SORP) and the changes resulting from the move to bring local authority accounting in line with international financial reporting standards (IFRS). He highlighted the key issues which were set out in their report.

The Standards and Audit Committee had met on Friday 26 June and had considered the draft accounts. Their main concerns had centred around treasury management, reserves and pensions. Following this meeting, he was to have separate meetings with one of the independent members to go through the detail of the accounts before they came back to the ITA on Standards and Audit in September.

The accounts had been advertised in the press as available for comment, but there had been no replies from any members of the public.



P Woods went on to explain the position regarding liability for pensions. The issue in relation to pensions was that assets were valued as at the 31 March 2009. However, the valuation of stocks and gilts had deteriorated over the previous financial year. Although this would have no immediate impact on the accounts, it would have an effect in subsequent years. Following the three year evaluation, there would have to be a recalculation of contributions by all parties and the authority's contribution could rise. However, this would not impact until 2011/12. This position would be reflected in the medium term plan.

P Woods went on to explain the funding in relation to the New Tyne Crossing project. The capital payments to the contractor would start in 2010 onwards.

#### **Questions/Comments:**

Members raised the following questions/comments:-

- In response to a members query relating to pensions, P Woods explained that the three year actuarial review of the pension fund had previously been carried out in 2007. The next was due in 2010. This would not be implemented until 2011/12. M France added that the comparator figure for 2007-08 had changed. There was a requirement to show a like for like comparison as this had been done on a different accounting basis.
- A member referred to the significant increase in metro operating costs from the previous financial year.
- P Woods drew attention to the significant changes which had come in, in terms of concessionary travel i.e. the National Scheme had now become operational and therefore there was a consequent increase in costs. B Garner added that the grants from Government and maintenance costs had to be taken into account. He undertook to send members a detailed explanation in writing of this increase.
- In response to a members query concerning the weaknesses identified in the AGS, P Woods explained that although the information governance issues had been identified as an issue for the Lead Authority and the ITA, it did not really affect the ITA hugely and with changes in Newcastle City Council, the issues had been addressed so there were no risks in terms of information for the Authority e.g. there was no use of credit cards within the ITA. In addition, the Authority only had one employee. The issue of confidentiality e.g. contracts applied to the Council which dealt with a great deal more information. The risk to the Authority was very small.
- A report would be brought back to the September meeting of the Authority and to Standards and Audit in September.

The Treasurer wished to place on record his thanks to those who had produced the account, especially M France and T Wood.

#### **RESOLVED – That:**

- (i) the Statement of Accounts as shown at the appendix to this report be approved on behalf of the ITA and the Chair be authorised to certify the approval of the accounts by the Committee;

- (ii) authority be delegated to the Deputy Clerk and Treasurer to make any non material amendments to the accounts as appropriate, subject to any material changes being reported back to the Authority for approval.

46. **KICKSTART BUS CHALLENGE 2009**

Submitted: A Report of the Director General of Nexus (copies attached to Official Minutes).

B Garner introduced the report which gave a summary of the bids which Nexus proposed to enter into the 2009 Department for Transport Kick Start Challenge in partnership with bus operators Go North East and Arriva. He outlined the details of the bid which was set out in the report.

**Questions/Comments:**

- In response to a query, B Garner explained that the bid in respect of Route 18 in South Tyneside – currently operating between South Shields and Brockley Whins, was not part of the bid, but was being pursued via the bus strategy.
- In response to a further query, he explained that one major bus operator in the region, Stagecoach was not participating. It was important that bids supported by operators and the fact that this operator was not participating explained the lack of any major schemes to the Newcastle area.
- A member queried whether there were any discussions with bus companies regarding the connecting service between the Newcastle Hospitals. B Garner explained this connectivity was a key issue in delivering the Nexus Bus Strategy which was currently being taken forward. All ITA members were part of this consultation process.
- A member welcomed the initiative and referred to the 93/94 service which had been part of a previous bid and was now a free standing successful and commercially viable service.
- In response to a query relating to the Team Valley links, B Garner explained the service would operate from 7.00 am to 7.00 pm.
- In response to a query on the X47 service B Garner commented that the operator who was not taking part had made the decision for commercial reasons. He understood this was their national position and he conceded this may be influenced by the experience of the X47 service where proposed infrastructure enhancements had not been delivered to programme.

**RESOLVED** – That the bids be approved for submission to the DfT in advance of the 3 July closing date.

47. **APPOINTMENTS**

**RESOLVED – That**

- (i) Councillor Scott be appointed to the Tyne Tunnels Working Group;
- (ii) Councillors D Wood and Symmonds be appointed to the Joint Lead Members Transportation Group

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**Notes of a Meeting of the ITA Policy Seminar held in the Boardroom, Nexus House,  
on Thursday, 25<sup>th</sup> June 2009**

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**Present**

Councillor G. Stone	ITA
Councillor P. Wood	ITA
Councillor S. Vincent	ITA
Councillor J. McElroy	ITA
Councillor B. Symonds	ITA
Councillor J. Blackburn	ITA
Councillor S. Green	ITA
Councillor P. Maughan	ITA
Councillor T. Hanson	ITA
Bernard Garner	Director General, Nexus
Tobyn Hughes	Director of Strategy, Nexus
Tim Roylance	Programme Manager (Smart) , Nexus
Angela Havery	Administrative Assistant, Nexus

**Apologies for Absence**

Councillor D. Woods	ITA (Chairman)
Councillor F. Lott	ITA
Councillor A. McMillan	ITA
Ken Mackay	Director of Rail & Infrastructure, Nexus

**Smart Ticketing Progress.**

The aim of the scheme is to build and design a smart ticketing infrastructure for the North East which will provide significant benefits for the public transport customer. While a Tyne and Wear Metro scheme based on the Ticket and Gating project will offer a range of benefits, integration with bus operator ticketing systems and the Concessionary Travel scheme at a local and regional level will enhance public transport throughout the region.

In order to progress the regional scheme, Nexus has created Programme Smart which has brought together major operators and regional local authority transport officers to lead on a co-ordinated regional approach.

A detail paper will be submitted to the ITA in September on the way forward.

## **Overview of Metro Ticketing and Gating System**

An overview of the Metro Ticketing and Gating Systems capabilities was given by Tim Roylance.

Consultation had been undertaken on the expected requirements for the new equipment with both customers and stakeholders.

The new Ticket Vending Machines (TVMs) will allow customers to pay by Credit/Debit card and notes. The machines will be able to issue season tickets and will also be able to issue and recharge smartcards. In addition the machines will be able to accept the VisaWave and PayPass products being introduced by Visa and MasterCard.

Ticket Office Machines (TOMs) will be updated to allow the issue of smartcards.

Customers will be able to setup and manage their own accounts via the Internet. Through this mechanism customers will be able to purchase tickets to be collected later (similar to the ticket on demand facility offered by British Rail), will be able to define 'auto top ups' for their smartcards and view their transaction history.

Gating will be installed at 13 key Metro stations and will be manned when in use. Roving ticket inspectors will still be utilised elsewhere on the system.

If necessary, it would be possible to incrementally expand Gating to other areas of Metro but a sound Business Case would be required. Any savings generated from the Gating project will be utilised to reduce the subsidy.

Metro stations which are not gated will be fitted with Ticket Validators. A ticket Validator allows a customer to 'tap-in' and 'tap-out' of a station.

A new feature will be the introduction of an E-purse. An e-purse will allow the customer to place an amount of cash on their travel smartcard and then pay for the journeys as required.

New products will be introduced that meet the requirements of the customers. For example, in the short term Metro Carnet tickets are likely to be introduced.

The project will be scaled to meet the requirements of regional partners.

The project will be rolled out in four stages over a period of two years and six months, with the first deliverables installed in just over one year.

The ITA will be kept update on progress.



## Tyne and Wear Integrated Transport Authority

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23 July 2009

**TITLE: REVENUE BUDGET MONITORING REPORT (APRIL 2009 –JUNE 2009 )**

**REPORT OF THE DEPUTY CLERK AND TREASURER (ITA)**

**Reasons for confidentiality (if confidential)**

**District Implications-all**

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### 1. **Summary / Purpose of Report**

- 1.1 The purpose of this report is to provide members with a revenue budget monitor report for the period April 2009 to June 2009.
- 1.2 The monitor includes current financial information relating to ITA administration and financing and the Tyne Tunnels.
- 1.3 The report sets out expenditure to date and compares this with and the original estimate presented to the Passenger Transport Authority at its meeting of the 22 January 2009
- 1.4 The report also provides an update on the level of the ITA's borrowing and lending for information.

### 2. **Recommendations**

- 2.1 The Committee is recommended to note the financial position as at 30 June 2009 set out in this report and attached appendices 1 and 2.

### 3. **Introduction / Background**

- 3.1 The budget monitor has been prepared by comparing the actual income and expenditure (analysed into ITA, and Tyne Tunnels) from April 2009 to June 2009 with the budget for 2009/10. Appendices 1 and 2 summarise the recorded spending position as at 30 June 2009
- 3.2 For the ITA, expenditure at £17.044m is 24% of the annual budget for the year, with no unexpected costs incurred to date. There is some variation in the % spending on individual budget items, but this is broadly in line with expectation

apart from the following -

- Support Services. – The majority of the costs of officer support activity of the ITA are charged into the revenue account in the second half of the year. Overall costs are expected to be in line with the budget.
- Net Interest on Prudential Borrowing – At the end of June 2009 it is anticipated that the interest received on investments will meet the costs of borrowing and the projection will be in line with the budget.

It is anticipated at this early stage in the year, the likely outturn position will be within budget, based on the expenditure to date and the known commitments at this time

3.3 2009/10 is the second full year of the contract with TT2 for the operation of the Tyne Tunnels. Payment to TT2 is linked to the tolls income. For the first three months of 2009/10 the position is summarised in Appendix 2, with key bullet points shown below -

- Toll income is collected by TT2 and paid to the ITA within 4 working days of being actually received. The monthly payment to TT2 is paid within 30 working days after the end of the relevant month.
- Net tolls income (tolls income received less payment to TT2) is within 0.3% of the budgeted net income for the first three months of 2009/10.
- Actual traffic is approximately 4.8% lower than for the first three months of 2008/09 which is reflected in the lower tolls income.

### **Treasury Management Update – Borrowing and Lending**

#### Borrowing

3.4 The ITA's approved Authorised borrowing limit for the 2009/10 year is £278million and its Operational borrowing limit is £273 million. The level of external borrowing as at 30 June 2009 is £163.56million. This is within the limits agreed by ITA and has been throughout the year to date. This includes the money that the ITA needs to borrow to fund its share of the new Tyne tunnel contract. In recent weeks to manage the risk of the credit crunch and the downgrading of banks the ITA has had the opportunity of repaying £54 million of debt which will further reduce the net interest rate in future years. The average interest rate payable on the ITA's loans this year is estimated at 3.93%.

#### Lending

3.5 The ITA has been lending in line with the limits agreed for individual institutions agreed by the ITA. Our lending at 30 June 2009 was £73.60m. This was lent to 7 UK Banks and Building societies (with deposits ranging from £2m to £12m). The

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ITA had not lent money to any Icelandic Banks and had not lent money to other foreign institutions. Normal loan periods range from overnight to 364 days. The average interest rate on investments is estimated at 4.36% so far this year. Interest rates on new investments are falling. The amount of money that the ITA is lending out has reduced in 2009/10 as a result of debt repayment in order to manage the risk of the credit crunch and will reduce significantly once contract payments start to be made to the New Tyne Crossing concessionaire in 2010.

**4. Next Steps**

4.1 The budget and the ITA's treasury management position will continue to be monitored carefully by the Treasurer

**5. Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

**6 Background Papers**

6.1 Revenue Monitoring reports to June 2009

**7 Contact Officer (s)**

7.1 Marilyn France 0191 211 6670

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## Appendix 1: ITA Revenue Budget Monitor for the Period April 2009 to June 2009

Spend to 30th June 2009 (2009/10)
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<u>ITA</u>	<u>Spend to 30.06.09</u>	<u>Budget</u>	<u>Spend against Budget</u>	<u>Expected Spend (%)</u>	<u>Notes</u>
Revenue Expenditure	£				
Travel Costs	54	4,000	1%	25%	
Supplies & Services	17,285	105,410	16%	25%	
Support Services	7,382	444,050	2%	25%	Primarily year-end expenditure
PTA Website Charges	11,616	34,850	33%	25%	
PTA contribution to City region	0	0	0%	25%	
Pension Costs	69,667	510,000	14%	25%	
Grant to Nexus	16,898,760	67,595,040	25%	25%	
GA Subscription	40,036	41,030	98%	25%	Paid At commencement of year
Financing Charges	0	2,973,780	0%	25%	Expenditure flow uneven throughout the year
	<u>17,044,800</u>	<u>71,708,160</u>	24%	25%	
<u>Income</u>					
Levy Income	(16,762,857)	(70,646,000)	24%	25%	
Interest on Balances	0	(114,100)	0%	25%	Primarily year-end expenditure
Net Gain On prudential borrowing	0	0	0%	25%	
Contribution from Reserves	(16,762,857)	(70,760,100)	24%	25%	
	<u>281,943</u>	<u>948,060</u>			

For further information or detail, please contact Marilyn France on 0191 211 6670

## Appendix 2: Tunnels Revenue Budget Monitor for the Period April 2009 to June 2009

Spend to 30th June 2009 (2009/10)

<b>Tyne Tunnels</b>	<u>Spend to 30.06.09</u> £	<u>Original Budget for Year</u> £	<u>Spend as a % of Original Budget</u> %	<u>Notes</u>
<b>TT2 Contract</b>				
Toll Income	(3,121,744)	(13,691,000)		
Payments to TT2	476,483.32	2,999,000		
<b>Total</b>	<b>(2,645,261)</b>	<b>(10,692,000)</b>	25%	See paragraph 3.3
<b>Other</b>				
Employee Costs	7,728	30,130	26%	Expenditure on target
Other Expenses	10,657	17,600		Budget to be revised to reflect insurance costs
Community Fund	0	10,000	0%	No expenditure In current Year
Pension Costs	77,836	586,060	13%	Expenditure lower than Budgeted.
New Tyne Crossing support services	0	170,810	0%	Year-end expenditure
Financing Charges	0	2,029,040	0%	Year-end expenditure
Miscellaneous Income	(72)	(4,100)	2%	
Interest on Balances	0	-899,900	0%	Year-end expenditure
<b>Total</b>	<b>96,148</b>	<b>1,939,640</b>	<b>5%</b>	
<b>Net Surplus on Existing Tunnels</b>	<b>(2,549,113)</b>	<b>(8,752,360)</b>	<b>29%</b>	



## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 23 July 2009**

**NOTTINGHAM DECLARATION ON CLIMATE CHANGE AND NEXUS ENVIRONMENT STRATEGY**

**REPORT OF:**       **Joint Report of the Clerk to the ITA and the Director General of Nexus**

**Not confidential**

**District Implications: All of Tyne and Wear**

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### 1.           **Purpose of Report**

- 1.1       The purpose of this report is to set out the key aspects of the Nottingham Declaration on Climate Change and Nexus' Environment Strategy, and reasons why Tyne and Wear Integrated Transport Authority should sign up to the Nottingham Declaration.

### 2.           **Recommendations**

- 2.1       ITA Members are recommended to:
- (a) note the contents of this report and the Nexus Environment Strategy; and
  - (b) agree to sign the Nottingham Declaration on Climate Change.

### 3.           **Background**

- 3.1       Climate Change is one of the major challenges of the twenty first century, and requires coordinated action by all individuals and organisations to mitigate against its causes and prepare for its impacts. Transport networks and operations are a major contributor to greenhouse gas emissions (particularly carbon dioxide), and are also highly vulnerable to the likely long-term effects of climate change.
- 3.2       The Association of North East Councils' (ANEC) '*Green Manifesto*', launched in 2008, recognises the challenges posed by climate change and commits to tackling the problem at all levels within local authorities and embed this into corporate planning, policy decisions and activities.

3.3 The Tyne and Wear ITA, along with Nexus, has a significant role to play in tackling the challenges of climate change. This applies not only to its own operational behaviours, but also to the policies it sets and the plans it develops for Tyne and Wear's transport network.

#### 4. **Nexus Environment Strategy**

4.1 Nexus' Environment Strategy 2009 – 2020 (executive summary attached) sets out the environmental principles and values by which Nexus will operate, building on the agenda set by Government in the Climate Change Act 2008 and 'Delivering a Sustainable Transport System' (DaSTS). It also sets out a number of actions to help deliver the strategy's objectives, including:

- Signing the Nottingham Declaration;
- Identifying opportunities for reducing consumption and recycling;
- Travel planning for all staff;
- Internal training and awareness raising;
- Promotion of smarter choices; and
- Investigation of green fuel technologies.

#### 5. **The Nottingham Declaration on Climate Change**

5.1 The Nottingham declaration, launched in October 2000, is a public declaration and catalyst for action on climate change by local authority organisations (including ITAs). The declaration has already been signed by each of the five Tyne and Wear local authorities, as well as Durham and Northumberland County Councils. It has also been signed by a number of other ITAs including MerseyTravel and Centro (West Midlands).

5.2 The declaration recognises the central role of local authorities in leading society's response to the challenge of climate change. By signing, organisations pledge to systematically address the causes of climate change and to prepare their community for its impacts. (A copy of the declaration statement is provided as an attachment to this briefing note).

5.3 Signing the Nottingham Declaration is an acknowledgement of evidence that climate change is occurring, and that it will have significant effects on the UK's people and places, economy, society and environment. It is also a commitment to "within the next two years, develop plans with our partners and local communities to progressively address the causes and the impacts of climate change". This requires the development of an action plan, setting out a number of actions to both mitigate the causes of climate change and prepare for the impacts.

5.4 The declaration is also a commitment to monitor progress against the actions needed and to publish the result. There are three national indicators to monitor this progress:

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- NI185 – Percentage CO<sub>2</sub> reduction from authority operations;
- NI186 – Per capita CO<sub>2</sub> emissions in the local area; and
- NI188 – Adapting to climate change (Note: This was recently adopted as one of the ITA's Key Output Measures).

## 6. Reasons to sign the Nottingham Declaration

- 6.1 The evidence for climate change is compelling and there is overwhelming agreement among scientists that human activity is the cause. The UK climate is expected to become warmer, with wetter winters, drier summers, and more extreme weather events, such as heavy rain and high winds. Transport networks are highly vulnerable to these impacts, as has been witnessed in recent flood and snow events, and this can have significant knock-on effects for businesses, access to education and health facilities etc.
- 6.2 The Tyne and Wear Passenger Transport Policy Statement (2007/08 to 2009/10) expanded the Authority's overarching objectives to reflect growing concerns around the environment and climate change following the publication of the Stern Review. Government has now consulted on *Delivering a Sustainable Transport System* and the national goals for transport that will be central to LTP3, including a goals to reduce greenhouse gas emissions and tackle climate change. The next policy statement will build on this and further embed the principles of climate change mitigation and adaptation into the objectives and policies of the ITA.
- 6.3 In addition to complementing the arguments outlined above, there are a number of specific reasons to sign the Nottingham Declaration, including:
- **Improve the quality of life for local communities** - preparing for the impacts of climate change (adaptation) will help to protect communities from the worst effects of severe weather events, such as flooding, storms, high winds and heat waves. Action to reduce greenhouse gas emissions (mitigation) can bring other benefits to the local community, such as: lower fuel costs; improved public transport; better cycling and walking facilities; and improved air quality.
  - **Reassure the local community that the ITA and Nexus are taking climate change seriously** - almost three quarters of all signatories have publicised their decision to sign in their local press.
  - **Build member and senior officer momentum** for climate change action within both the ITA and Nexus.
  - **Strong performance** – three national performance indicators and the new Comprehensive Area Assessments will assess how well authorities are working together to prepare for climate change and reducing greenhouse gas emissions.

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6.4 Adapting buildings and other infrastructure for severe weather can help to avoid and reduce the high costs of emergency measures and repairing damage. In Tyne and Wear, this could involve adapting Metro power lines with automatic tensioning devices to avoid excess line slack in higher temperatures, or auditing the Metro network for flood risk points in light of recently released climate change predictions and taking appropriate action.

## 7. **After signing the declaration**

7.1 Signing the declaration is an important first step in committing to tackle climate change, however, success can only be achieved through sustained action and real changes in behaviour. Signing the declaration would commit the ITA (and Nexus should it also sign) to working with partners to develop an action plan and monitor its development and implementation against the national indicators identified above.

7.2 It should be noted that there are a number initiatives already underway in Tyne and Wear that support the objectives of the Nottingham Declaration and provide a starting point for the development of a Climate Change action plan, including:

- Nexus Environment Strategy 2009 – 2020;
- Nexus Go Green corporate business plan theme;
- Climate change action plans being developed in each of the Tyne and Wear districts following their commitments to sign the Nottingham Declaration;
- Carbon Reduction Commitment (CRC), a mandatory process that requires Nexus to reduce its carbon footprint by reducing its electric, gas and fuel consumption.
- Development of the third Tyne and Wear Local Transport Plan (LTP3), with climate change being one of the five key goals that are replacing the shared priorities of LTP2;
- ANEC's Green Manifesto; and
- Regional climate change initiatives, including the *Climate Change Action Plan for North East England*, *Regional Adaptation Study* and *Regional Carbon Trajectories Study*.

## 8. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

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9. **Background Papers**

9.1 Nexus Environment Strategy 2009 – 2020 (executive summary attached)

Nottingham Declaration website -  
<http://www.energysavingtrust.org.uk/nottingham>

North East Climate Change Adaptation Study -  
<http://www.neccap.org/NE%20Adapt/home.htm>

Climate Change Action Plan for North East England - <http://www.neccap.org/>

ANEC Green Manifesto -  
<http://www.northeastcouncils.gov.uk/newsroom/reports.cfm>

UK climate projections - <http://ukcp09.defra.gov.uk/>

Carbon Reduction Commitment –<http://www.defra.gov.uk>,  
<http://www.carbonreductioncommitment.info/>

10. **Contact Officer (s)**

10.1 Scott Vincent, Senior ITA Policy Officer; tel. 0191 211 5679

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Nexus Environment Strategy  
2009 – 2020  
Executive Summary





**Warning:**  
Printed copies of this document are uncontrolled

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**Date of Issue:** 21/04/09

Helen Mathews

**Doc Ref:** NITS-E1.2.1

**File Name:** 090421 Nexus Environment  
Strategy Executive Summary v1090421  
Nexus Environment Strategy Executive  
Summary V1

Page 2 of 2

**Version:** 1



## 1. Executive Summary.

### Vision

Nexus is committed to ensuring that our natural and built environment, upon which the quality of life within Tyne and Wear is so dependent, is safeguarded for future generations to enjoy.

We are committed to continuing to improve our environmental performance, minimising our environmental impact and making resource efficiency a core requirement of all our operations, functions and activities, including the future concession for Metro operations.

We will seek to promote good practice by others.

### Objectives

The Nexus Environment Policy sets the principles and values by which the organisation will operate. This Strategy sets out a specific and detailed work programme to achieve these principles and values. These will also need to be embedded in all Nexus strategies, processes and policies. The environment strategy sets Nexus five key objectives.

- To assess and reduce the environmental impact caused by Nexus operations and the operations of companies supplying us and working on our behalf.
- To engender a culture of sustainability within the organisation that supports and promotes ethical behaviours
- To make a positive contribution to the environment and economic development of Tyne and Wear in a sustainable way
- To play a key role in partnership with local authorities and transport operators to develop and implement environmental and transport policies that will be efficient and environmentally sustainable.
- To ensure that we contribute to both national and regional policies around environmental sustainability and transport.



## Current situation

During 2007/08:

- Nexus's carbon footprint was **536 tonnes**;
- Metro's was **15,273 tonnes**, of which over 80% was from traction;
- **1,300 tonnes** of waste was generated;
- An average of **47%** of waste was recycled;
- We used over **14,000 M<sup>3</sup>** of water and over **3.1 million** sheets of paper.

There are a number of programmes in place across the organisation looking at ways to make the organisation 'greener'; the Strategy builds on both this and the agenda set by central government in the Climate Change Act 2008, and 'Delivering a Sustainable Transport System' (DaSTS).

## Action Plans

The Action Plans attached to the Strategy sets out a number of work programmes which will help us to achieve our objectives:

- To assess and reduce the environmental impact caused by Nexus operations and the operations of companies supplying us and working on our behalf:
  - Implement a programme to improve our knowledge of consumption and our carbon footprint;
  - Sign the Nottingham declaration;
  - Identify opportunities for reducing consumption and recycling;
  - Achieve 20% of energy from renewables and 10% from onsite generation by 2020;
  - Build environment into plans, policies and processes.
- To engender a culture of sustainability within the organisation that support and promotes ethical behaviours:
  - Implement ISO 9001 and ISO 14001;
  - Undertake travel planning for all staff;
  - Provide an appropriate programme of training and awareness;
  - Include an environment award in 2010 STAR awards.
- To make a positive contribution to the environment and economic development of Tyne and Wear in a sustainable way:
  - Ensure all projects consider DaSTS;
  - Ensure new buildings have a BREEAM rating;
  - Improve biodiversity.



- To play a key role in partnership with local authorities and transport operators to develop and implement environmental and transport policies that will be efficient and environmentally sustainable:
  - Work with key partners;
  - Promote the environment externally.
- To ensure we contribute to both national and regional policies around environmental sustainability and transport:
  - Promote 'Smarter Choices';
  - Improve cycling provision;
  - Embed the environment into strategies, processes and policies;
  - Improve and promote recycling on public transport;
  - Investigate green fuel technologies.

These actions will help us to achieve our main targets of:

### Carbon footprint

- √ We will reduce our carbon footprint in line with the targets set in the UK Carbon Reduction Commitment against the 2007/08 benchmark, by 12.5% by 2012 and by 32% by 2020.

### Energy

We will source:

- √ 20% of our energy from renewable sources by 2020 in line with the Regional Spatial Strategy
- √ A further 10% of energy from onsite generation by 2020
- √ We will also reduce our energy consumption by 20% by 2020 from 2007/08 benchmark

### Waste

- √ We will reduce the amount of waste generated by 20% by 2012

And of the waste that is generated

- √ We will increase the percentage of waste recycled by 20% by 2012
- √ We will set a target to reduce our paper consumption by 20% on 2007/08 benchmark by March 2010 and a further 10% reduction by March 2011



## Delivery

This Strategy will be owned by the Business Strategy team but will require a commitment across the organisation. The deliverables in the Strategy will be monitored via the corporate business plan and the Strategy itself refreshed annually. The actions will be cascaded into service area delivery plans through the Corporate Business Plan process.

The actions will mainly be delivered through existing resources. Where this is not possible cost / benefit analysis will be completed and recommendations fed in to the appropriate budgetary process.



# The Nottingham Declaration on Climate Change

**We acknowledge that**

- Evidence shows that climate change is occurring.
- Climate change will continue to have far reaching effects on the UK's people and places, economy, society and environment.

**We welcome the**

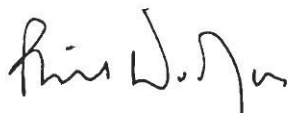

- Social, economic and environmental benefits which come from combating climate change.
- Emissions targets agreed by central government and the programme for delivering change, as set out in the UK Climate Change Programme.
- Opportunity for local government to lead the response at a local level, encouraging and helping local residents, local businesses and other organisations - to reduce their energy costs, to reduce congestion, to adapt to the impacts of climate change, to improve the local environment and to deal with fuel poverty in our communities.
- Endorsement of this declaration by central government.

**We commit our Council from this date \_\_\_\_\_ to**

- Work with central government to contribute, at a local level, to the delivery of the UK Climate Change Programme, the Kyoto Protocol and the target for carbon dioxide reduction by 2010.
- Participate in local and regional networks for support.
- Within the next two years develop plans with our partners and local communities to progressively address the causes and the impacts of climate change, according to our local priorities, securing maximum benefit for our communities.
- Publicly declare, within appropriate plans and strategies, the commitment to achieve a significant reduction of greenhouse gas emissions from our own authority's operations, especially energy sourcing and use, travel and transport, waste production and disposal and the purchasing of goods and services.
- Assess the risk associated with climate change and the implications for our services and our communities of climate change impacts and adapt accordingly.
- Encourage all sectors in our local community to take the opportunity to adapt to the impacts of climate change, to reduce their own greenhouse gas emissions and to make public their commitment to action.
- Monitor the progress of our plans against the actions needed and publish the result

Council

\_\_\_\_\_ acknowledges the increasing impact that climate change will have on our community during the 21st century and commits to tackling the causes and effects of a changing climate on our city/county/borough/district.

			
<p>Leader of the Council</p>	<p>Chief Executive</p>	<p>Phil Woolas MP Minister of State Environment DEFRA</p>	<p>Parmjit Dhanda MP Parliamentary Under Secretary of State CLG</p>

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 23<sup>rd</sup> July 2009**

**REPORT TITLE: Proposal for new working groups**

**JOINT  
REPORT  
OF**

**THE CLERK TO THE AUTHORITY & THE DIRECTOR GENERAL, NEXUS**

**Not Confidential**

**District Implications: ALL**

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### 1.           **Summary**

1.1           The Local Transport Act 2008 means that the ITA has new duties, powers and a wider responsibility than was previously the case. In particular the ITA now has:

- a sole responsibility for the Local Transport Plan covering all aspects of transport in the area;
- the opportunity of using new delivery options to help improve the quality of local bus services;
- new statutory duties to take into account government policy and guidance with respect to climate change and to the protection or improvement of the environment; and
- a reinforced duty that places increased emphasis on the need to consider the needs of disabled people (and others with mobility difficulties) when developing and implementing service improvements.

1.2           This report seeks to establish an interim framework using working groups through which the ITA can successfully manage these new challenges and opportunities as a precursor to the new arrangements that will be established for transport in the City-region through the ongoing Governance Review.

### 2.           **Recommendations**

2.1           ITA Members are recommended to consider the establishment of new working groups to deal with the following:

- LTP2 implementation together with LTP3 development (Appendix A);
- Bus Strategy implementation (Appendix B); and
- Equality and Diversity compliance (Appendix C)

In addition to these groups, we will develop proposals to give the ITA a stronger role in the promotion of sustainability and tackling climate change. Proposals will seek to raise awareness of these issues and identify where the ITA can play a key role in mitigating against climate change and preparing for its impacts.

### 3. Introduction

- 3.1 Now that the ITA has a wider remit with new duties and powers its present committee structure – which was designed around the more prescribed remit of the PTA - could present a limiting factor in dealing with the level of business that potentially needs to be transacted and the complex of inter-relationships that need to be maintained and managed.
- 3.2 The ITA now has a sole statutory responsibility for the LTP and therefore needs to find a way of encompassing the role and functions of the LTP Joint Lead Members Group within its own ambit, and at the same time ensuring the necessary high level involvement from the Districts can continue.
- 3.3 The ITA has recently approved a Bus Strategy for Tyne and Wear with ambitious improvement targets to be achieved over the next three years and to build on those for the future. Successful achievement of the Bus Strategy's aims and objectives will require strong leadership and direction from the ITA working in partnership with local stakeholders including the Districts and the commercial bus operators. Formal meetings of the ITA itself would not be appropriate for the level of involvement needed to sustain progress on the Bus Strategy.
- 3.4 The 2008 Act also introduces a new duty to have regard to the needs of disabled people when developing and implementing their Local Transport Plan. In effect this strengthens transport legislation so as to complement and support the existing Disability Equality Duty. The new statutory guidance on LTPs recommends that ITAs embark on an early Equality Impact Assessment (EIA) process on the way in which their duties and functions are carried out to cover all aspects of equality. This is in line with proposals in the Equality Bill that is currently before Parliament. A rigorous and robust EIA process requires the continued involvement of and active participation from community and user representative groups.
- 3.5 The Local Transport Act 2008 (the 2008 Act) amends section 108 of the Transport Act 2000 regarding the nature of the duty to develop transport plans. Local transport authorities now must have regard to government policy and guidance with respect to mitigation of and adaptation to climate change as well as to the protection and improvement of the environment. For local transport authorities such as the ITA this is particularly associated with two of the

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governments five goals for transport set out in ‘Delivering a Sustainable Transport System’.

#### 4. **Proposals**

- 4.1 The ITA can establish committees or working groups to assist it in the conduct of its business. A committee must be established where it is intended to delegate specific functions or decision-making powers to a smaller group of members. However, where the aim is to create a monitoring or advisory forum – to consider the best way of doing things and give advice or make recommendations to the full ITA on particular issues – then there is the option of creating a working group instead. This has the advantage of allowing more informality and procedural flexibility than a formal committee. This can be especially helpful where it is intended for instance that membership of the group comprise representatives from outside the ITA itself, or that officers or representatives from other stakeholders (who might vary depending upon availability or issues being discussed) should be closely involved in its work.
- 4.2 It is felt that the use of Working Groups can provide the ITA with the most effective way of addressing the various issues raised in this report, allowing it to work most meaningfully with a wide range of local partners and stakeholders
- 4.3 It is considered that the best way of addressing the LTP needs referred to in 3.2 above would be to establish a working group of members with the remit and membership proposed in Appendix A.
- 4.4 Implementation of the recently approved Tyne and Wear Bus Strategy could usefully be steered and guided by a Working Group as described in Appendix B. The Bus Strategy has set a number of timetabled milestones and targets to be achieved. It would be useful for there to be a public forum where matters relating to the progress being made could be formally monitored and reviewed, and recommendations made to the ITA where changes to the strategy are identified as being advisable. This will ensure that the ITA can facilitate an active involvement of local partners and other interested parties in the development, implementation, and delivery of the improvement of local bus services.
- 4.5 Managing the Equality Impact Assessment process required to meet the strengthened duty to have regard to the needs of disabled people through an advisory working group would recognise the weight government is giving to this important area of public policy. An Equality and Diversity Working Group as described in Appendix C could be remitted with high level oversight of the EIA process. This would help to demonstrate and evidence the ITAs already established commitment to making progress through the best practice standard provided by the Equality Framework for Local Government and prepare for the provisions in respect of a ‘single equality duty’ that are currently being progressed through the Equalities Bill.
- 4.6 The new duties on local transport authorities regarding climate change and the environment could involve a significant amount of new business for the ITA in examining and understanding what the emerging government policy and

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**NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.**

guidance in these matters means to and its implication for transport in Tyne and Wear and the wider city region. Whilst it is not considered that a specific working group covering this topic is required, it is proposed that a series of awareness raising initiatives will be developed for ITA members along with proposals and actions for dealing with the challenges of climate change. In addition, it is envisaged that the proposed LTP working group would make climate change a key consideration in all of its business.

5. **Next Steps**

5.1 Should the ITA approve the proposals in this report arrangements will be made to establish the three working groups and provide them with appropriate terms of reference for the conduct of their business.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

7.1 Local Transport Act 2008

8 **Contact Officer (s)**

8.1 Tobyn Hughes, Director or Strategy, Nexus; tel. 0191 203 3247

Roger Gill, Policy Manager, ITA; tel. 0191 211 4805

### Tyne and Wear ITA Local Transport Plan Working Group

This will be an informal advisory working group of the ITA, to meet bi-monthly, with the following membership and terms of reference:

#### Terms of Reference

1. To monitor progress, implementation, and delivery of Local Transport Plan 2.
2. To offer advice and recommendations to ITA on the preparation, development and implementation of LTP3, including the local transport capital investment programme for Tyne and Wear.
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to the LTP, and provide a strategic steer to officers working on behalf of the ITA on LTP3 development.
4. To help develop and co-ordinate the working relationships between the ITA, Nexus, the five metropolitan districts, and the two neighbouring unitary authorities needed to deliver LTP2 and prepare LTP3 for Tyne and Wear.
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with relevant and appropriate representatives.

#### Membership

6. The Chair and Vice Chair of the ITA and the Leader of the Opposition, together with the Portfolio holder (or Lead Member) for transport from the constituent councils and also the Portfolio holder (or Lead Member) from Durham and Northumberland.
7. Where the portfolio holder for transport of a constituent council is not also a member of the ITA, that council may appoint that person as its representative on the Working Group instead of a member of the ITA.
8. The Working Group will be assisted by relevant officers from the ITA, Nexus and the constituent councils, where appropriate.
9. Invitations to representatives from other partners and stakeholders will be sent, where appropriate to individual matters being discussed.

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### Tyne and Wear ITA

#### Bus Strategy Working Group

This will be an informal advisory working group of the ITA, to meet quarterly, with the following membership and terms of reference:

#### Terms of Reference

1. To monitor progress, implementation and delivery of:
  - the Bus Strategy Action Plan.
  - the Bus Network Design Project.
2. To monitor operation of the Superroute and Accessible Network
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to that Plan, Project or Network to better ensure their effective outcome.
4. To help develop partnership arrangements with bus operators.
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with representatives of the commercial bus operators, bus users and other interest groups, where appropriate.

#### Membership

6. The Chair and Vice Chair of the ITA and the Leader of the Opposition, together with the Portfolio holder (or Lead Member) for transport from the constituent councils.
7. Where the portfolio holder for transport of a constituent council is not also a member of the ITA, that council may appoint that person as its representative on the Working Group instead of a member of the ITA.
8. The Chair and Vice Chair of the Working Group shall be one of its members who is also an ITA member.
9. The Working Group will be assisted by relevant officers from the ITA, Nexus and the constituent councils, where appropriate.
10. In addition, the following invitations will be given to the following persons to attend and contribute to meetings of the Working Group:
  - A standing invitation to representatives of all commercial bus operators in the ITA area, one from each of the 3 main operators (Arriva, Go North East and Stagecoach);

- one or more person (s) representing the interests of the smaller operators.
- Invitations to representatives of Local Transport Authorities which neighbour the ITA area from time to time as appropriate when cross-boundary issues are under consideration
- Invitations to representatives of bus users and special interest groups from time to time as appropriate to individual matters being discussed.

### Tyne and Wear ITA

#### Equality and Diversity Working Group

This will be an informal advisory working group of the ITA, to meet quarterly, with the following membership and terms of reference:

##### Terms of Reference

1. To monitor implementation, delivery and progress of:
  - the ITAs Single Equality Scheme, and
  - the ITAs equality impact assessment process.
2. To monitor outcomes arising from the above.
3. To give such advice, and make such recommendations to the ITA as it considers appropriate on any matters arising in relation to that Scheme or Equality Impact Assessment to better ensure effective outcomes.
4. To help develop an understanding of equalities legislation as it pertains to transport in general.
5. In order to assist its work in relation to 1, 2, 3 and 4 above, to act as a forum for dialogue with representatives of the various communities of interest in Tyne and Wear, and with transport operators and other service providers.

##### Membership

6. The Chair and Vice Chair of the ITA and the Leader of the Opposition, together with the Portfolio holder (or Lead Member) with responsibility for equality and diversity from the constituent councils.
7. Where the portfolio holder for equality and diversity of a constituent council is also a member of the ITA, that council may appoint another member as its representative on the Working Group of the ITA.
8. The Working Group will be assisted by relevant officers from the ITA, the LTP Core Team, Nexus and the constituent councils, where appropriate.
9. In addition, the following invitations will be given to the following persons to attend and contribute to meetings of the Working Group:
  - Representatives of disabled and elderly people, and other community groups. (ITA Members will have the opportunity to recommend local participation for the area from their local knowledge).

- Representatives of all commercial bus operators in the ITA area
- Representatives of Local Transport Authorities which neighbour the ITA area from time to time as appropriate when cross-boundary issues are under consideration



## Tyne and Wear Integrated Transport Authority

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Date: 23<sup>rd</sup> July 2009

**TITLE:** ITA ANNUAL OFFICER STATEMENT

**REPORT OF:** The Clerk to the ITA

**Not confidential**

**District Implications: All of Tyne and Wear**

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### 1. Purpose of Report

1.1 This report presents to Members an ITA Annual Officer Statement.

### 2. Recommendations

2.1 ITA members are recommended to note the report and the accompanying Officer Statement.

### 3. Background

3.1 The ITA is supported by the Lead Authority, Newcastle City Council, in terms of advice on policy, legal, financial, governance and technical issues.

3.2 The levels of service provided to the ITA are determined under Service Level Agreements between the Lead Authority and the ITA.

3.3 Members will be aware of the need for the ITA to have good corporate governance mechanisms in place. We set out our principles and progress in the Annual Governance Statement which is reported to ITA annually.

3.4 The ITA Officer Co-ordination Group, at the request of the Chair of the ITA, has co-ordinated and produced an officer statement for Members' information.

### 4. Information

4.1 The Statement outlines who the ITA Officers are, what services we provide to the ITA, why we do this and the different areas of support to the ITA. These include:

Finance, Legal, Policy and Transport Policy, Democratic Services, Tyne Tunnels, Communication, Audit and Risk management.

4.2 The Statement provides a family tree structure to officer support for the ITA.

4.3 The Statement sets out achievements and key areas of work from the past year, and also looks forward to the plans for the coming year.

5. **Next Steps**

5.1 It is proposed that this Officer Statement should be published annually for ITA Members' attention.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any)
- **Director General** (if any).

7 **Background Papers**

7.1 None

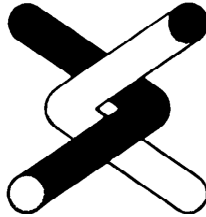
8 **Contact Officer (s)**

8.1 Roger Gill, ITA Policy Manager, Newcastle City Council 0191 211 4805



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**Tyne and Wear Integrated Transport Authority**

**Annual Officer Statement 2008/09**

## **Introduction from Acting Clerk to the ITA**

The past year has been a landmark year for the former Tyne and Wear Passenger Transport Authority (PTA). As a result from changes in legislation under the Local Transport Act (2008) the PTA became the Integrated Transport Authority (ITA) and has a number of new responsibilities that include:

- Leading on the development and implementation of the Local Transport Plan
- Well-being powers
- Changes in bus legislation
- Possible changes in Governance

ITA Officers based at Newcastle City Council have continued to provide valuable support and policy advice to Members ranging from financial advice to specific transport policy advice.

This statement briefly outlines who we are, who our Members are and what we do. We have also set out what have been our key achievements during the last year and what we have planned for the coming year.

We can already see some changes that will make a big difference to the travelling public. These projects include:

- Metro Reinvigoration
- The redevelopment of Haymarket Metro station
- Sunderland Station Improvements
- The Second Tyne Tunnel
- Park and Ride facilities in Gateshead

ITA Officers will continue to provide the vital advice and support that our Members need to enable them to make decisions. The ITA has started to begin preparations, with district partners, for the third Local Transport Plan, from 2011.

We can look forward to the future with genuine optimism, to help to improve transport across Tyne and Wear for our residents, businesses and visitors but also by helping to reduce carbon emissions that contribute to climate change.

I hope you find this statement informative.

Barry Rowland  
Acting Clerk to the ITA

## Who we are...

### Members

The Tyne and Wear Integrated Transport Authority is a joint authority and comprises sixteen representatives of the five local authorities in the (former) metropolitan county of Tyne and Wear. Those representatives must be members of these five authorities and Schedule 10 of the 1985 Act (as amended from 1 April 2006) specifies the numbers to be as follows:

- Newcastle 4
- Sunderland 4
- Gateshead 3
- North Tyneside 3
- South Tyneside 2

### Officers

The ITA is supported by officers based at Newcastle City Council, led by the Clerk and the Deputy Clerk. These officers operate under Service Level Agreements between Newcastle City Council and the Integrated Transport Authority. The ITA has a dedicated Policy Team based in the Environment and Regeneration Directorate. This team is 100% dedicated to ITA matters. The structure of ITA officers is shown in the family tree diagram on the next page.

## **What we do...**

### **a) Management support through the Clerk**

The Clerk to TWITA is the lead advisor to the Authority and represents its interests at a senior level in Tyne & Wear, the region and the UK.

#### **i) Information Technology (IT) System Support**

The City Council provides support for information technology (IT), payroll and cash collection/banking.

#### **ii) Press Office and Public Relations (PR) Support**

NCC Press Office is responsible for giving Press, Public Relations (PR) and marketing support to TWITA, including the Tyne Tunnels concession.

#### **iii) Risk Management**

The Risk management unit implements, updates and revises the ITA's strategic risk framework and risk register.

#### **iv) Communications, Public Relations and Marketing**

A press and media handling service are provided on behalf of the ITA. We monitor the media and provide advice and support on strategic communications, marketing and advertising.

#### **v) Equality and Diversity**

We provide advice and support on issues regarding Equality and Diversity with particular regard to the statutory requirements for a Race, Gender and Disability Equality Schemes, in conjunction and partnership with Nexus.

#### **vi) Policy and Performance Information**

We provide policy advice and support in relation to Local Area Agreements, Multi Area Agreements and any other areas of government policy that may affect the nature of ITA business.

### **b) Legal Advice**

We provide legal advice, assistance, support and representation where required to the ITA in relation to its operational functions, constitutional matters and on corporate governance (including TWITA Standards and Audit Committee). The Service includes reviewing the agendas for all meetings of the Authority and attending all such meetings where considered appropriate. It also includes the review of TWITA

charter. In addition the Head of Legal Services acts as the Authority's Statutory Monitoring Officer and the Assistant Head of Legal Services gives significant time to assist with TWITA business when required.

### **c) Financial Services**

We provide a financial service to the ITA through the Treasurer and Deputy Clerk to the Authority. The areas of this service include:

- Establishing the strategic budget framework
- Preparing detailed revenue budgets
- Preparing Value for Money Self Assessment
- Financial advice and briefing Members
- Monitoring of revenue budgets
- Monitoring and production of capital programme
- Maintenance of records on the General Ledger
- Closure of accounts
- Research into the financial implications of major issues and the implementation of major projects
- Financial Systems Support and Development
- Treasury Management

### **d) Internal Audit**

We provide an internal audit service to the ITA. We have produced internal audit plans for the coming year which assess how areas of service are performing and make recommendations for improvements, where necessary. Audit reports are taken to the ITA Standards and Audit Committee.

### **e) Administration of the Democratic Process for both TWITA and its Scrutiny Advisory Committee**

Democratic Services play a key role in the corporate governance of TWITA through servicing meetings of the Authority and its various sub-committees. The section also leads the Scrutiny Advisory Committee and guides the operation of TWITA's ethical framework.

The service includes preparation of agendas, minutes (and action lists, as required) and reports and undertaking any associated administrative action arising from those meetings.

The Division manages the operation of TWITA members' Code of Conduct ensuring that the statutory register is kept up-to-date. The Division provides administrative support to all members of TWITA, co-ordinating attendance at conferences, including booking travel and accommodation.

#### **f) Organisational Development and Personnel Services**

We provide professional Human Resources (HR) support at a number of different levels depending on the level of advice/input required. This mainly involves advice/support in managing sickness cases and in recruitment and selection and helping to deal with any employee relations issues, i.e. disciplinary/grievance.

#### **g) Policy Advice and Transportation Planning and the Tyne and Wear Local Transport Plan (LTP)**

We provide independent support to members of TWITA and the Committee on transport planning matters. It provides a source for research and advice on transport issues, particularly in relation to integrated transport and the LTP. TWITA has become responsible for the LTP and will need to strengthen and change its arrangements accordingly. Additional policy advice and support will be required for this. We are responsible for ensuring that TWITA is represented in the City Region developments.

#### **h) Management and Monitoring of the Project Agreement for the New Tyne Crossing Concession Contract and Project Management for Major Maintenance Projects to the Tyne Pedestrian and Cycle Tunnels, which lie outside the New Tyne Crossing Concession Contract**

We provide managerial resources to oversee the on-site management and operation of the Tyne Tunnels, through the Concession Contract let with TT2 Ltd in November 2007. It also provides similar resources to develop, project manage and implement the necessary major maintenance to secure the long-term safe operation of the Pedestrian and Cycle Tunnels.

## Why do we do it...

### a) Role of Lead Authority

Newcastle City Council acts as the Lead Authority for the ITA, under a local agreement which was made when Tyne and Wear County Council was abolished. This was agreed as part of wider arrangements for the abolition of Tyne and Wear County Council. In a similar way, Gateshead Council became the Lead Authority for the Police and Sunderland City Council became the Lead Authority for the Fire Service. In its capacity as the Lead Authority for the ITA, Newcastle City Council resources the office of the Clerk to the ITA, and provides financial, legal, personnel and policy advisors, as well as the Engineer to the Tyne Tunnels.

### b) Legislation

The Local Transport Act 2008 brought about changes to the way transport is planned, governed and delivered at the local level. These include:

- A requirement for ITAs to produce a Local Transport Plan to promote and encourage of safe, integrated, efficient and economic transport to from and within their area.
- Well being Powers
- Enabling provisions allowing for major governance reform and the introduction of ITAs
- Bus service provisions including Voluntary agreements, statutory quality partnership and quality contract schemes

In regard to the relationship between the former PTA and the Passenger Transport Executive, the following points from the 1968 Act under Section 9A are useful to note. The wording of "PTA" is generally replaced by "ITA".

- PTA must determine which public passenger transport services it considers would be appropriate for the PTE to provide to meet public transport requirements in the area which would not, in the PTA's view, be otherwise met. In determining this, the PTA must have regard to the advice of the PTE.
- PTE must secure those services considered appropriate by the PTA.
- PTE has power to provide service subsidies to secure any such service, but only where the service would not be provided otherwise and subject to sections 89-92 Transport Act 1985 (tendering for local services, etc.).
- Where the PTA consider it appropriate for the PTE to take measures to promote the availability and integration of non-subsidised services in conjunction with subsidised services or the convenience of the public in using all services (whether subsidised or not), the PTA may formulate general policies on measures to be taken by the PTE and the PTE shall take such measures as it considers appropriate to carry out those policies.

- The PTA in formulating its policies, and the PTE in carrying out such policies, must have regard to a combination of economy, efficiency and effectiveness.
- The PTA and PTE in exercising the above functions must have regard to the transport needs of the elderly or disabled and to the bus strategy made jointly by the PTA and its five constituent local authorities.

### **c) Good Corporate Governance**

The Tyne and Wear ITA recognises that in order to fulfil its purpose and deliver the intended outcomes for its citizens and service users it needs to have in place comprehensive arrangements for corporate governance and accountability designed to ensure that it operates in an effective, efficient and ethical manner.

The ITA believes that effective corporate governance is achieved by:-

- putting in place sound control systems and processes
- regular checking to make sure those systems and processes are working in practice
- reviewing those control systems and processes at least annually

The ITA produces an Annual Governance Statement which sets out what the Authority is doing to make sure it complies with the six principles of good corporate governance. These are:-

- i) Focusing on the Authority's purpose and on outcomes for its Tyne & Wear residents and service users
- ii) Members and officers working together to achieve a common purpose with clearly defined functions and roles
- iii) Promoting high standards of conduct and behaviour across the Authority
- iv) Making transparent decisions which are subject to scrutiny and risk management
- v) Developing the capacity of members and officers to be effective
- vi) Engaging with local people and stakeholders

### **d) To enable Members to be properly informed to make decisions**

We provide advice, support and relevant information through Committee Papers and reports, briefings to allow Members to have the evidence they need in order to make decisions.



## What have we achieved in 2008/09

### a) Tyne Tunnel:-

- Former Tyne and Wear ITA staff that transferred to TT2 Ltd are happy with the new arrangement – pay negotiations by TT2 in advance of, but linked to, national negotiations averted strike action in July 2008.
- Construction of the New Tyne Crossing began in April 2008, with the following milestones:
  - i) Tunnel elements approx 30% complete.
  - ii) Diaphragm walls approx 35% complete.
  - iii) Transitions structures approx 20% complete.
  - iv) Site made available to the constructors and fully secured.
  - v) Dunn Street School playing fields ready for occupation on time (April 2008).
  - vi) Foundation work commenced for new bridges at Jarrow Junction.
  - vii) Utility diversions work advanced.
  - viii) Tyne View Terrace temporary bridge installed.
  - ix) Temporary traffic management arrangements in place on all approaches.
  - x) Code of Construction Practice: General Environmental Management Plans approved by North and South Tyneside Councils.
  - xi) Code of Construction Practice: Sectional Environmental Improvement Plans approved up to Phase 3 of line works.
- Communication Plan for NTC in place – Strategic Partnering Forum, North Partnering Forum, South Partnering Forum, North and South Joint Residents Workshops, Day in Sessions, Newsletters, Press Releases, new Web Site, School visits, presentations, attendance at public meetings.
- Monitoring arrangements for the Concession Contract all in place and operating satisfactorily.
- 1<sup>st</sup> stage of comprehensive review of the Pedestrian and Cyclist Tunnels completed.
- Stopping up of requisite lengths of A19 in place and maintenance arrangements for them passed to TT2.

### b) Risk Management

- The Risk Management Framework was updated and reported to Standards and Audit Committee and the ITA, ensuring that the ITA's mechanisms for identifying and managing risk remain current and fit for purpose

- The Strategic Risk Register was updated and reported to the ITA, ITA Scrutiny Advisory Committee and ITA Standards and Audit Committee during the year.
- The Risk Management Unit ensured that issues disclosed in the ITA's 2007/08 Annual Governance Statement were monitored and reported to ITA Standards and Audit Committee.
- Risk guidance was drafted to support officers in highlighting risk implications within reports to the ITA.
- The Officer Co-ordination Group is reviewing the ITA's Local Code of Corporate Governance and Annual Governance Statement to ensure the documents reflect the ITA's current governance framework
- Members of Standards and Audit Committee were invited to join members of Tyne and Wear Museums on CIPFA 'Effective Audit Committee' training in order to learn more about implementing Committee's terms of reference

### **c) Finance**

- Successful Completion of 2007/8 accounts
- Unqualified Audit Report for 2007/8 accounts
- Completion of Financial strategy
- Completion of VfM Self Assessment
- Completion of Central Government returns within deadlines
- Restructured debt to give significant savings in future years
- Expenditure maintained within Budget
- Completion of SLA document between NCC & TWITA
- TWITA banking arrangements modified to comply with External Audit requirements

### **d) Legal Services**

We have advised on a range of issues, including:

- the Local Transport Bill
- revisions to the Protocol for dealing with complaints against councillors in the light of the new local assessment regime and consequential Regulations made by the Government.
- the Local Transport Act 2008
- the legislation relating to concessionary travel
- the appointment of Acting Clerk
- a revised template report for use at ITA meetings

We have also:

- carried out the annual review of corporate governance arrangements (standing orders, scheme of delegations) and amended the protocol for dealing with complaints against councillors
- been involved in the review of the terms of reference of Standards and Audit Committee
- reviewed reports from other officers before they go on the ITA agenda

#### **e) Internal Audit**

- Delivered the 2008/09 Internal Audit programme agreed with the Standards and Audit Committee;
- Provided progress reports to each meeting of the Standards and Audit Committee on the work completed during the year;
- Assisted the Standards and Audit Committee with developing new terms of reference in the year;
- Assisted Standards and Audit Committee with developing a work programme to ensure all obligations are met;
- 2009/10 Internal Audit programme agreed with the Standards and Audit Committee

#### **f) Democratic Services**

- Provided a full secretarial service to the formal meetings of the PTA/ITA, the Delegated Committee, Tyne Tunnel Working Group, Standards and Audit Committee and Scrutiny Advisory Committee. This service has included preparation of agendas, minutes, action lists, reports and associated administrative action arising from these meetings.
- Monitored the operation of the corporate governance of the ITA as set out in its Charter and provided advice on this as and when required.
- Monitored the operation of the Members Code of Conduct.
- Led the annual review of member's allowances, including the introduction of allowances for Independent Members of the Standards and Audit Committee.
- Assisted in the induction training for new Councillors.
- Monitored the procedure for registering gifts and hospitality.

#### **g) Scrutiny**

The Scrutiny Advisory Committee has met on five occasions in 2008/09. Work has focused on three main areas:

- **Services:** Hearing from officers involved in delivering individual schemes and projects. Reports included how the new Tyne Crossing and Metro Re-invigoration were progressing

- **Policy Development:** Understanding issues at a national, regional and local level. Reports addressed both corporate documents being prepared/refreshed by the ITA and how policy is impacting on individual lives, for example, how Nexus is delivering and supporting the equalities agenda
- **Feedback:** Hearing from Committee members on how public transport is being delivered. Here the Committee gave advice based on issues arising from their own areas

PTA/ITA business was also kept under constant review with a report to each SAC meeting. This has helped plan the Committee's work programme and keep up to date with strategic issues such as the City region wide governance review'

#### **h) Transport Policy Advice & Development**

- Appointed Policy Manager
- Development of Policy Work Programme/Reports Schedule
- Informed and advised Members of Implications of Local Transport Bill (now enacted)
- Supporting the work of and contributing to the City Region Transport Governance Review
- Advised and informed Members on National, Regional and Local policy developments such as the Regional Spatial Strategy, Regional Funding Allocations, Multi Area Agreements
- Assisted in the development of the Bus Strategy, acting as a 'critical friend' to other strategies developed by Nexus.
- Advised Members on the progress of Local Transport Plan delivery
- Responded to national policy consultations on behalf of Members such as DaSTS and the Sub National Review
- Reviewed and updated ITA Key Output measures to align them closer to Local Area Agreement targets

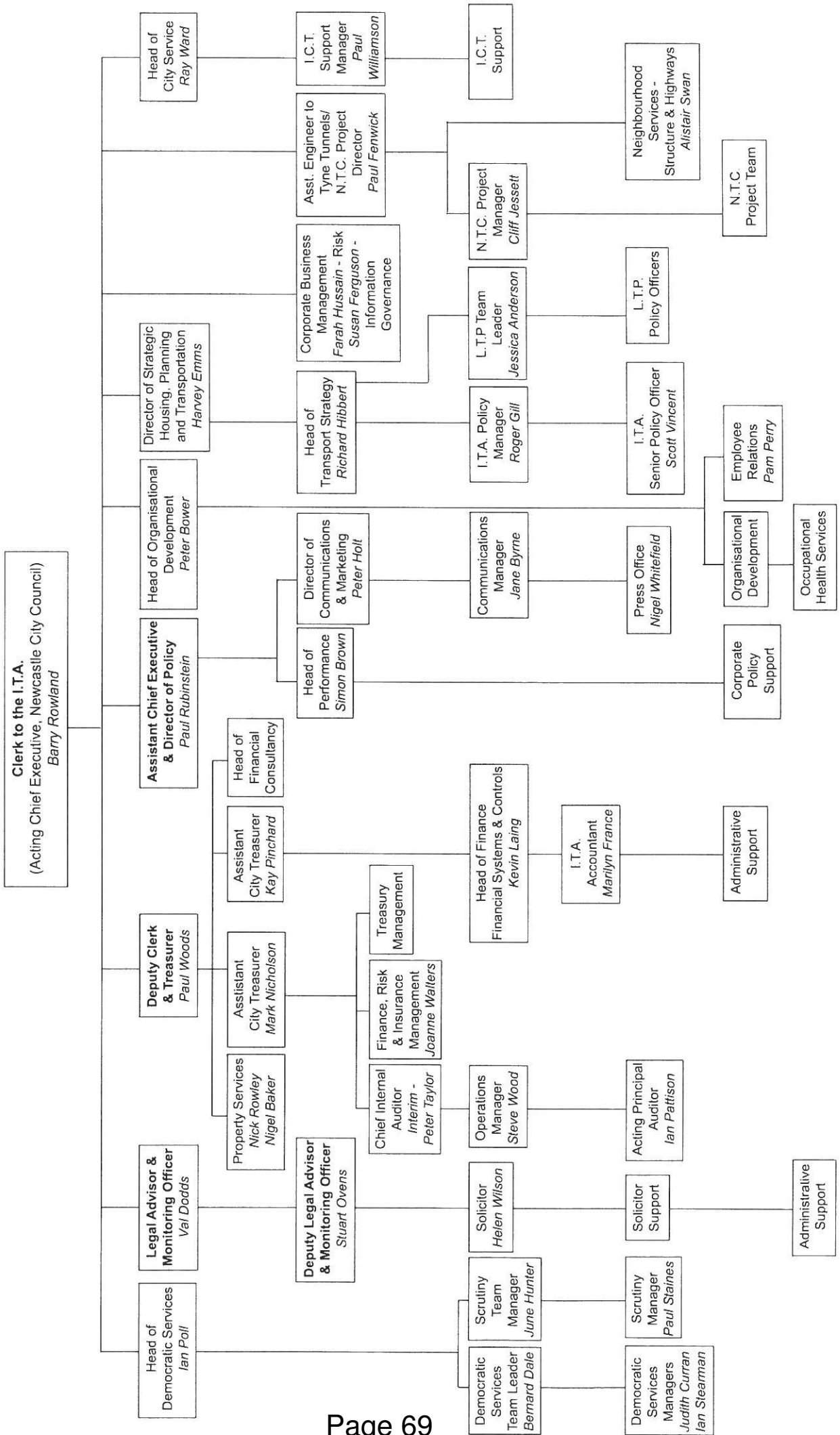
## **What are our plans for 2009/10...**

Our plans for this year include:

- The Implementation and monitoring of 09/10 SLAs
- A briefing session has taken place in May 2009, giving members the opportunity to consider risk management and governance issues in more detail and to contribute to the ITA's Strategic Risk Register and Annual Governance Statement.
- Finalising and implementing outcomes and recommendations from City Region Transport Governance Review
- Establishing sub groups of ITA & providing support to them
- Ensuring a smooth transition from the PTA to the ITA
- Reviewing and developing a new ITA Policy Statement

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# Tyne & Wear Integrated Transport Authority - Newcastle City Council Officer Support, July 2009



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## Tyne and Wear Integrated Transport Authority

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**Date: 23<sup>rd</sup> July 2009**

**TITLE: TRANSPORT GOVERNANCE REVIEW : UPDATE**

**REPORT OF: THE CLERK OF THE AUTHORITY**

**Not confidential**

**District Implications: All of Tyne and Wear**

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### 1. **Summary / Purpose of Report**

1.1 This report provides the Authority with an update on progress of the transport governance review.

### 2. **Recommendations**

2.1 Members are recommended to:

1. note the content of report
2. provide any comments on the outcomes of the review.

### 3. **Introduction / Background**

3.1 Members will recall that the City Region Executive Board commissioned a review of options for improving transport governance, with a view to ensuring that transport strategy makes a full contribution to the wider economic, social and environmental agenda. Atkins have now completed the second phase report which includes a series of recommendations for future working arrangements within the CR. The Executive Summary is appended to this paper and a full version of this report will be provided to members on request.

### 4. **Information**

4.1 The review has actively engaged all CR partners and key stakeholder in developing proposals to respond to the following opportunities;

- The new responsibilities of the ITA arising from the Local Transport Act

2008, including responsibility for the Tyne & Wear Local Transport Plan;

- The development of City region structures, including the creation of a CR Office, to focus on the preparation of strategies to improve the economic performance of the sub region,
- The evolution of regional transport structures with responsibilities for the planning of regional strategy and management of regional infrastructure programmes.

4.2 Key recommendations from the governance review are, as follows;

**For the Tyne & Wear City region,**

- City Region Executive Board established as Joint Committee (delegated powers) and develops of a focused City Region Transport Strategy (linked to wider City Region objectives)
- City Region scheme promoters report to the Executive Board (approvals, funding and delivery)
- Transport schemes submitted to the RFA process (or equivalent) are prioritised by the City Region Executive Board
- City Region Executive Board develops and oversees a statutory MAA with the Highways Agency and other partners including Network Rail
- City Region Executive Board includes stakeholder representation, either as members of the Board as present or through a separate advisory group. The Chair of the Tyne & Wear ITA also attends Executive Board meetings.
- City Region Executive Board supported by the City Region Team, the City Region Transport Officer Group and the Tyne & Wear ITA

**For Tyne & Wear conurbation,**

- T&W ITA leads development of transport strategies (incl. LTP) for the conurbation (aligned with City Region, Durham and Northumberland strategies)
- ITA takes advisory and coordinating role with regards to a core strategic road network in Tyne & Wear (Tyne & Wear Districts retain highway powers)
- ITA plans public transport investment for Tyne & Wear (delivered by Nexus)
- ITA plays a stronger role in influencing rail franchises
- ITA is non-statutory consultee on selected planning applications submitted to Tyne & Wear Districts

- ITA manages a LTP fund to deliver strategic projects
- Tyne & Wear Districts appoint Cabinet Members responsible for transport onto the ITA (at least one Cabinet Member per District)
- The ITA elects its Chair (who can be any ITA member)
- Durham and Northumberland members are invited as observers on the T&W ITA
- The ITA involves stakeholders either through a separate advisory group or as observers on the ITA
- The Tyne & Wear ITA is supported by the ITA Team, the Joint LTP Team and Nexus' Strategy Team working closely together in the short term
- Tyne & Wear Districts, Durham and Northumberland, establish project/programme based joint working arrangements.

Members of the ITA are recommended to consider these outcomes.

4.3 Key advantages of adapting current working arrangements in line with the findings of the review will be;

- Improved strategy delivery for transport within the conurbation through stronger coordination of policies and programmes by the ITA
- Stronger links to wider public policy agendas – especially economic strategy - through clearer links to the Cr Leadership and the CR Economic Strategy
- Enhanced coordination of transport strategy across the travel-to-work area through stronger joint working and decision-making with Durham and Northumberland

Through these improvements, Tyne and Wear will be in a stronger position to address some of the key policy issues in future years such as economic development and employment, access to jobs and services by all modes of transport, travel demand management & congestion and climate change.

4.4 At this stage, there would be no requirement for preparation of a Scheme of Governance as new working arrangements could be developed under existing powers. Partner organisations consistently emphasised the need for partnership working and active engagement in new arrangements. The proposals from the review reflect these requirements.

5. **Next Steps**

5.1 Atkins final report is now subject to further discussion with CR partners to consider the way forward. The ITA Working Group will consider the development of ITA working arrangements in accordance with provisions of the

Local Transport Act 2008. This group expects to make recommendations to ITA in September taking account of the governance review. Following further discussion amongst CR partners, a report on the governance review outcomes will go to CR Executive Board in September 2009.

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

7.1 Background Papers are held by Richard Hibbert, Newcastle City Council

8 **Contact Officer (s)**

8.1 Richard Hibbert, Head of Transport Strategy, 0191 277 7197

# Executive Summary

## Introduction

This Review has been commissioned by the City Region Interim Executive Board to prepare proposals for improvements in the arrangements for transport governance in the City Region. The Review is proceeding under the provisions of the Local Transport Act and the DfT's Outline Guidance on Governance Reviews.

The Review builds on the momentum of the Tyne & Wear City Region Business Case proposals for the development of a City Region Strategic Transport Policy and the creation of a City Region Transport Authority, acting under the aegis of the City Region Interim Executive Board. These proposals were further developed through the work undertaken by MRC McLean Hazel in 2007

The main objective of this Review is to develop a governance model which will achieve better strategic decision making and delivery for transport in the City Region and in turn support sustainable economic growth, while retaining appropriate levels of democratic accountability

The Review has been conducted in two stages to identify issues and challenges to be addressed in Stage 1 and define what transport governance for the City Region will look like in the future in Stage 2. This Final Report introduces a proposal for governance reforms in the City Region and the Tyne and Wear metropolitan area. This proposal is to be reported to the City Region Interim Executive Board, where Leaders will decide on the next steps.

## The case for Change

The case for change was established during Stage 1, when partners and stakeholders generally agreed that the effectiveness of current arrangements was limited, notably by their fragmentation.

The Local Transport Act brings a set of changes into force and allows for further changes to be discussed and agreed between City Region partners and stakeholders. These potential changes also have to be considered in the context of the implementation of Sub-National Review proposals (through the Local Democracy Bill) and, for the Tyne & Wear City Region, in the context of local government reorganisation, with new unitary authorities for Durham and Northumberland from April 2009.

## Assessment of Change Dimensions

A number of possible governance arrangements were assessed during Stage 2, leading to the proposal for Transport for Tyne and Wear presented in this report. Potential change dimensions were compared to current arrangements and assessed against agreed objectives and criteria which include:

- Strategic leadership and visibility;
- Ability to attract additional resources and secure devolved powers;
- Integration (with wider objectives and between transport modes);
- Reflection of actual travel patterns;
- Delegation and subsidiarity;
- Community engagement and accountability;
- Open, transparent and simple decision making process;
- Affordability, efficiency and value for money;
- Level of stakeholder support;
- Coherence and consistency (with arrangements within local authorities and partner organisations);
- Adaptability and flexibility; and
- Deliverability.

## Transport for Tyne & Wear Proposal

Our Transport for Tyne & Wear proposal draws on the results of this analysis and on the feedback received during partner and stakeholder engagement. This proposal aims to further develop partnership working between the Tyne & Wear authorities and the City Region, improving the ability of partners to agree on strategic objectives and investment priorities at the conurbation and City Region level. It aims to build trust and promote cooperation between the City Region partners and the new ITA and City Region structures. This requires time and we therefore recommend that the structures and relationships are assessed again, once established to ensure that the new arrangements have improved strategic decision making and delivery. This proposal does not require statutory changes and the publication of a Governance Scheme<sup>1</sup> to be implemented.

For the Tyne & Wear conurbation, the proposal sees the Tyne & Wear ITA taking the lead on the development of transport strategies for the conurbation. The strategies are aligned to City Region strategic objectives and also potentially aligned with Durham and Northumberland LTPs through shared “strategic objectives” section of LTP3 documents.

The ITA also:

- takes an advisory and coordinating role with regards to a core strategic road network in Tyne & Wear, with the Tyne & Wear Districts retaining their highway powers;
- plans public transport investment for Tyne & Wear, which is delivered by Nexus;
- plays a stronger role in influencing rail franchises (including a potential co-signatory status on franchises and the ability to use increment/decrement powers);
- is a non-statutory consultee on selected planning applications submitted to Tyne & Wear Districts; and
- oversees the delivery of agreed strategic schemes through the management of a strategic LTP fund.

Tyne & Wear Districts appoint Cabinet Members on the ITA (likely to be the Leader or the Portfolio Holder for Transport). The ITA elects its Chair (who can be any ITA member) and the Chair attends City Region Executive Board meetings. Durham and Northumberland Cabinet members are invited as observers on the Tyne & Wear ITA. The ITA involves stakeholders through a separate advisory group or as observers on the ITA.

The Tyne & Wear ITA is supported by the ITA Team, the Joint LTP Team and Nexus’ Strategy Team working closely together in the short term. This will be subject to review and close collaboration could lead to the creation of a joint ITA Team in the future. Tyne & Wear Districts, as well as Durham and Northumberland where relevant, establish project/programme based joint working arrangements to support effective planning and delivery.

At the City Region level, our proposal assumes that the City Region Executive Board is established as a Joint Committee and receives delegated powers from its constituent authorities. These delegated powers include the development of a focused City Region Transport Strategy, linked to wider City Region objectives (economic, social and environmental).

Transport schemes submitted to the RFA process (or equivalent successor arrangements) are prioritised by the City Region Executive Board, in line with the City Region Transport Strategy.

The City Region Executive Board also develops and oversees a statutory MAA<sup>2</sup> with the Highways Agency and potentially other partners including Network Rail. The signature of a statutory MAA would impose the duty on each partner to have regard to every improvement target specified in the agreement when exercising its duties. It would also enable partners to accept grant funding for the MAA in its own right, enter into legal contracts and possibly raise revenue and host a borrowing capability<sup>3</sup>. This would allow for the development

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<sup>1</sup> Subject to specialist advice from legal advisers

<sup>2</sup> Statutory MAAs introduced through the Local Democracy Bill and subject to the Bill being enacted.

<sup>3</sup> The possibility of raising revenue and hosting a borrowing capability still needs to be defined through legislation and guidance (subject to Local Democracy Bill enactment).

of a City Region fund for transport investment which could encompass the whole of the City Region without the need to include the whole of Durham or Northumberland.

The City Region Executive Board is supported by the City Region Team, the City Region Transport Officer Group and the Tyne & Wear ITA.

### **Technical Assessment of Transport for Tyne & Wear Proposal**

The proposal was assessed against the assessment framework described above. This shows that the proposal improves on the current arrangements with regards to strategic leadership, additional resources and devolved powers and integration, although possible statutory changes could achieve better scores. The proposal however offers reasonable value for money, a lower level of risk than statutory changes and greater flexibility to adapt to new regional and city regional structures and policies in the future.

The proposal develops the ability of the Tyne & Wear City Region partners to work together to improve transport planning and delivery and integration across administrative boundaries and with wider objectives. As it is based on further development of the current partnership model, it is fully flexible and can be adapted to meet the needs of an evolving City Region. Partners generally see this proposal as a strong step towards improved joint working and strategic leadership. They also support the proposal for an assessment of performance to be carried out once these new arrangements are in place to consider how the City Region has evolved and if changes to transport governance were sufficient or need to be developed further.

### **Next Steps**

Partner and stakeholder engagement and discussions have helped to build a consensus around the direction of travel for reforms of transport governance at the City Region and conurbation levels. Our proposal does not however carry the formal political endorsement of the City Region partners at this stage. Such endorsement will require a decision from the City Region Executive Board to accept, reject or modify the proposal before it can be adopted as policy. Such a decision from the Executive Board could take place in summer or autumn 2009.

The changes proposed in this report are non-statutory in nature and do not require the preparation and publication of a Governance Scheme<sup>4</sup>. The process and timetable for implementation are therefore flexible and changes could in principle be implemented relatively rapidly. Essentially, following the endorsement of the proposal (as presented here or modified) by the Executive Board and constituent local authorities the key tasks are as follows:

- feedback to Central Government and publication of Review conclusions;
- partner and stakeholder consultation;
- confirmation by the City Region Executive Board and constituent authorities; and
- formal implementation.

We envisage that all changes proposed in this report could be in place by March 2010.

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<sup>4</sup> Subject to legal advice

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 23 July 2009**

**REGIONAL TRANSPORT UPDATE**

**REPORT OF:**       **Joint Report of the Clerk to the PTA and the Director General of Nexus**

**Not confidential**

**District Implications: All of Tyne and Wear**

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**1.           Purpose of Report**

1.1       To provide ITA members with an update on regional transport issues, specifically:

- Delivering a Sustainable Transport System (DaSTS);
- Regional Funding Allocations (RFA) programme;
- Outcomes of the recent North East Economic Forum (NEEF) Transport Futures Seminar; and
- High Speed Rail.

**2.           Recommendations**

2.1       ITA Members are recommended to note the contents of this report.

**3.           Delivering a Sustainable Transport System**

3.1       DaSTS is the Department for Transport's (DfT) response to the Eddington and Stern Reviews, as well as the Sub National Economic Review, and sets out a new transport planning framework to support economic growth and contribute to climate change objectives.

3.2       Members will recall that the ITA and Nexus jointly responded to a Government consultation on DaSTS in February 2009. The consultation response was generally supportive of the DaSTS policy framework, and welcomed the identification of a key national transport corridor passing through Tyne and Wear

and the North East, linking Scotland to the South East.

- 3.3 Following this consultation period, regional partners, via One North East's DaSTS Sounding Board, have developed a joint regional submission to DfT setting out:
- a) a set of agreed regional transport challenges; and
  - b) a programme of future work to strengthen the evidence base and help the region to develop a range options to overcome these challenges.
- 3.4 The submission identifies a number of studies and additional work areas in response to (b) above. Of particular importance to Tyne and Wear are proposed studies into:
- The role of transport in CO<sub>2</sub> generation, ways to deliver the 80% reduction in CO<sub>2</sub> emissions by 2050, and the resilience of the region's transport network to the impacts of climate change.
  - Future drivers of change that will impact on the region's transport system (i.e. oil prices, ageing population etc).
  - Strategic North-South connectivity.
  - Transpennine and North Transpennine links and opportunities arising from better connectivity between northern city regions.
  - Contribution to a national freight mode shift study.
  - A1 Western Bypass issues and options, as part of a wider study into Tyne and Wear City Region connectivity and accessibility.
  - Links between the two North East City Regions – Tyne and Wear and the Tees Valley.
- 3.5 The work programme was endorsed by the Regional Leaders Board on the 26<sup>th</sup> June 2009 and submitted to DfT on the 30<sup>th</sup> June 2009. The full copy of the regional submission is available at <http://www.onenortheast.co.uk/page/reportspublications.cfm>
- 3.6 The regional DaSTS planning process will continue through to 2010, working towards ultimate agreement on a package of transport priorities in 2012 for inclusion in the forthcoming Integrated Regional Strategy. Tyne and Wear has strong representation on the DaSTS Sounding Board and will continue to be closely involved in the process over the coming years.
4. **Regional Funding Allocations**
- 4.1 Members will recall a report to ITA in March 2009 updating members on the region's submission to Government on transport priorities for the second round of Regional Funding Allocations (RFA). This submission confirmed the region's commitment to delivering the following Tyne and Wear major transport schemes over the period 2009/10 – 2018/19:
- A1056 Northern Gateway
  - Sunderland Central Route

- Sunderland Strategic Transport Corridor
- A19 Seaton Burn junction improvements
- A19 Testos junction improvements
- A19 Coast Road junction improvements
- A19 Moor Farm junction improvements.
- Tyne and Wear Quality Bus Corridors (Project Orpheus) Phase 1
- Tyne and Wear Quality Bus Corridors (Project Orpheus) Phase 2

- 4.2 The Interim Regional Transport Board (IRTB) met on the 29<sup>th</sup> May 2009 to discuss refining the RFA transport programme originally agreed in February. This was in response to ongoing discussions with DfT regarding the region's compliance with DfT guidance on over programming. The Regional Minister, Nick Brown MP, chaired the meeting and also highlighted particular concerns around projected under spend in the early years of the programme, and the need to address this given the current economic climate.
- 4.3 To achieve compliance with the available budget and DfT programming guidelines, it was agreed that the start dates for some of the A19 schemes would be delayed. This resulted in the A19 Coast Road being delayed by approximately six months, and A19 Moor Farm and Seaton Burn junctions being delayed by up to three years.
- 4.4 Changes to the A19 scheme delivery timeframes were made on the basis that interim schemes recently implemented (Seaton Burn and Moor Farm) and soon to be implemented (Coast Road/Silverlink in 2010) will provide some congestion relief in the short to medium term. However, these will only provide some interim relief and are not a sufficient long term capacity solution. Additional traffic flowing through the second Tyne Tunnel will inevitably lead to increased congestion levels at the junctions either side of the tunnel prior to completion of the Coast Road junction major scheme. Early discussions have been held with the Highways Agency to discuss whether any of the A19 corridor improvements could be brought forward to relieve congestion in time for the second tunnel opening, however the HA have confirmed that this is not possible
- 4.5 There are ongoing discussions to consider how local authorities can have greater influence over and accelerate the delivery of important regional schemes, particularly Highways Agency schemes on the A19 corridor.
- 4.6 To minimise under spend early in the programme, a number of smaller schemes (sub £5m) were accelerated in the programme, and £10m was top-sliced from the regional pot and passed to sub-regions (including Tyne and Wear) for inclusion in their Integrated Transport Block budgets in 2009/10. Of the £10m top slice, £5.4m was allocated to Tyne and Wear. Many of the smaller schemes brought forward were outside of Tyne and Wear (a number of these associated with the Tees Valley Metro programme), although there is the opportunity to bring forward some elements of the Tyne and Wear Bus Corridors (Phase 1) scheme, subject to business case approval by DfT.
- 4.7 The region's advice will now be considered by the Department for Transport and

Ministers before a formal response is provided to the region on an agreed programme in the summer.

## 5. **North East Economic Forum Transport Futures Seminar**

5.1 The North East Economic Forum (NEEF) held a *Transport Futures* seminar on Friday the 26<sup>th</sup> June 2009. This event followed the North East Regional Leaders Board meeting, and was well attended by members and senior executive officers from the region.

5.2 The seminar included keynote presentations by Prof. George Hazel from MRC McLean Hazel consultants and Dave Parker from the Highways Agency. There were also presentations by Lord Adonis, Secretary of State for Transport; Andrew Kerr, Chief Executive of North Tyneside Council; Alan Clarke, Chief Executive of One North East; and a panel discussion featuring representatives from the North East Chamber of Commerce, the Port of Tyne, Go Ahead, CBI and the Director General of Nexus.

5.3 The following key messages were delivered in the presentations and discussion:

- Prof. George Hazel described a long term vision of “complete mobility”, centred around an integrated transport network tailored to the needs and preferences of the end user.
- Achieving the long term vision for transport will require strategic prioritisation of challenges to be overcome and levels of investment allocated to them. This is increasingly important given funding future constraints and an expectation to do more with less.
- Prioritisation can only be achieved with strong leadership and collaborative working across local and regional authorities.
- City Regions and Integrated Transport Authorities (ITAs) present significant opportunities to streamline transport planning across district boundaries and build stronger links between transport, the economy and other key policy areas e.g. health, housing, education.
- Intelligent transport systems (ITS) and information and communications technology (ICT) present significant opportunities for improved network integration and a greatly enhanced end-user experience. Much of the technology is already available and being used for a number of applications (i.e. Smartcards), but to date has been underutilised as a tool to improve transport integration and user experiences.

## 6. **High Speed Rail**

6.1 High Speed Rail is increasingly being considered as an option for meeting long term rail passenger demand and stimulating economic growth. Lord Adonis, the new Transport Secretary has encouraged debate around this issue, and there are a number of different ‘players’ regarding the debate on HSR, including:

- High Speed 2 – Established by DfT in January 2009, its purpose is to consider the case for new high speed services from London to Scotland. As a first stage the DfT have asked the company to develop a proposal for an entirely new line between London and the West Midlands and

potentially beyond.

- GreenGauge21 - A not-for-profit organisation which aims to research and develop the concept of a high speed rail network, and to promote its implementation as a national economic priority. GG21 has driven the debate forward on HSR, prior to the establishment of HS2.
- High Speed Rail City Lobby Group - The aim of this group is to raise awareness of the economic benefits of a HSR network to the North and improving connectivity to London and Europe. It emphasises the message that we are lobbying for a high speed rail network across the UK, not talking about specific routes.
- Regional Lobbying - ANEC have fostered and facilitated debate around HSR over the past 3 to 4 years and have lobbied government and policy makers on the regions' behalf.

6.2 A briefing note is provided as an Appendix to this report, further explaining the role and current work of each of these groups.

7. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

8 **Background Papers**

8.1 Delivering a Sustainable Transport System, information available at <http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/>

Regional DaSTS work plan submission to DfT, <http://www.onenortheast.co.uk/page/reportspublications.cfm>

Regional Funding Allocations, information available at <http://www.dft.gov.uk/pgr/regional/strategy/rfa/>

Regional RFA submission (February 2009), <http://www.onenortheast.co.uk/page/reportspublications.cfm>

High Speed rail briefing note (attached)

9. **Contact Officer (s)**

9.1 Scott Vincent, Senior ITA Policy Officer; tel. 0191 211 5679

# High Speed Rail

## Introduction

1. The railways are booming; more people are using the railways now than any time since the Beeching cuts of the 1960's. Forecasts show that demand will continue to grow. Many routes are operating at capacity or will be operating at full capacity in the near future. There is a hive of activity regarding the debate around high speed rail amongst policy makers and decision takers.
2. The case for high speed rail is compelling:
  - It can provide considerable additional rail capacity, which forecasts show will be sorely needed in the future
  - High speed rail can deliver a step-change improvement in journey times
  - It is an environmentally-sustainable solution to the country's transport needs
  - By providing effective links between city regions and international gateways, high speed rail can boost economic development in the Midlands, the North and Scotland.
3. Lord Adonis, the new Transport Secretary has encouraged debate around this issue. There are a number of 'players' regarding the debate on HSR. This briefing intends to clarify the different parties and organisations involved.

## HS2

4. HS2 was established by the DfT in January 2009. Its purpose is to help consider the case for new high speed services from London to Scotland. As a first stage the DfT have asked the company to develop a proposal for an entirely new line between London and the West Midlands and potentially beyond .The objectives of HS2 are
  - Passenger capacity
  - Speed
  - Land use and development objectives
  - Freight
  - Mode shift from car
  - Mode shift from air.
5. A series of regional seminars have been held and attended by senior officers. HS2 are looking to produce a report with recommendations to DfT by the end of 2009.

## Greengauge 21

6. GG21 is a not-for-profit organisation which aims to research and develop the concept of a high speed rail network, and to promote its implementation as a national economic priority. GG21 has driven the debate forward on HSR, prior to the establishment of HS2. It has released reports outlining the benefits of a high speed rail network.
7. GG21 have commissioned consultants to look at a series of options for a high speed rail network. Workshops have been held by geographic area, namely London – Northern

England (East), London – Northern England (West), Transpennine, Great Western and Scotland.

8. Four options have been outlined for the national network:

- **‘Reverse S’**

This option involves a line from London to Edinburgh via Birmingham, Manchester, Leeds, Newcastle then to Edinburgh.

- **‘Reverse E’**

This option involves a 4 track line to Rugby where a line diverges westwards to Birmingham. The main line continues northwards to Newcastle and Edinburgh with a further westward branch to Leeds;

- **‘Y’**

This option involves a line from London and Heathrow to a point just south of Birmingham where it splits. The westward branch then goes on the Birmingham, Manchester and Scotland. The eastward branch goes to Leeds. Beyond Leeds, links on the eastern branch are limited to upgrades of existing lines;

- **‘H’**

This option involves east and west coast lines between London and Scotland with a Transpennine link between Manchester and Leeds.

### **HSR City Lobby Group**

9. The results and recommendations of this study will be released at the end of July. Greengauge have made information available to HS2.

10. Lord Adonis, when speaking about HSR, suggested that cities should lobby on the case for a HSR network. Lord Adonis is very keen on getting cross party support for this

11. The aim of this group is to raise awareness of the economic benefits of a HSR network to the north and improving connectivity to London and Europe. It emphasises the message that we are lobbying for a high speed rail network across the UK, not talking about specific routes.

12. The partners are the 10 cities of Birmingham, London, Glasgow, Edinburgh, Bristol, Sheffield, Leeds, Nottingham, Liverpool and Newcastle.

13. A lobbying strategy has been created that has raised the following issues.

- Branding – where participants are singing from the same hymn sheet. This would be in the form of a ‘toolkit’ that can be tailored to meet the needs of individual cities.
- Who to target – MP’s, MSP’s, Chambers of Commerce, Local Partnerships etc.
- A ‘face of’ for the campaign. 3 or more spokespeople might be required from political parties.
- Timings – The lobbying group will be launched in July, before Parliamentary Recess on 21 July, possibly taking the form of a digital launch. The key messages would be who we are, what we are and why HSR is important. Party conferences would be targeted also.

- Resourcing – the Director of Communications at Manchester CC has invited some PR companies for an outline pitch to help with the PR and lobbying. In total, a figure of £100k was discussed to resource the lobbying & PR. £10k per city
- A narrative is being developed alongside the lobbying strategy to stress the benefits of HSR.

### **Regional Lobbying**

14. ANEC have fostered and facilitated debate around HSR over the past 3 to 4 years and have lobbied government and policy makers on the regions' behalf.
15. On 29 June, ANEC organised a round table discussion, chaired by CX of Gateshead, to discuss HSR and the need for it to connect the North East to Scotland, London and other Northern cities. Further debate and lobbying will be undertaken over the coming months.





## Tyne and Wear Integrated Transport Authority

23 July 2009

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### New Tyne Crossing - Update

#### Report of NTC Project Director

For Information

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#### 1. Synopsis

- 1.1 This report provides an overview of progress made on the construction since the last meeting of the Authority held on 28<sup>th</sup> May 2009.

#### 2. Recommendations

- 2.1 The Authority is recommended to note progress made.

#### 3. Background

- 3.1 Construction of the New Tyne Crossing (NTC) began on 22 April 2008. Key dates as set out in the Project Agreement signed on 23 November 2007 are as follows:-

PTU1	15 December 2010 (opening of new tunnel) – see para 4.1
PTU2	3 December 2011 (opening of refurbished existing tunnel)
Completion	3 December 2011

#### 4. Progress – Since May 2009

**Progress photographs will be available at the meeting.**

##### 4.1 Programme

A revised construction programme was issued by the Concessionaire on 2 April 2009 following the meeting of the Project Board on 10 March 2009. Progress continues to be measured against this programme. PTU1 was moved back to 4 February 2011 but PTU2 and Completion remain at 3 December 2011. Overall, the works are on programme at this time to meet these key dates.

##### 4.2 North Approach Works

Works continue to the diaphragm walls, crossover and transition structure. In addition, the main propping to the excavation works to the tunnel are well advanced, reaching the tunnel base level in certain areas. Now that the major gas diversion has been completed the general excavation, to allow construction of the new toll plaza, has commenced. The construction of the diaphragm walls is slightly behind

programme but should be completed by the end July 2009 as planned. The crossover structure (where the new tunnel will pass over the existing tunnel) is ongoing and the top down construction has commenced with the roof slab construction. The excavation of the north transition structure (where the immersed tubes will connect with the approach tunnel) is complete and the base slab constructed. Overall the works in this section are currently on programme.

#### **4.3 Immersed Tube Works – Wallsend (formerly A&P) Dock 4**

Production of the immersed tube sections remains one week behind programme. However, the main concrete structure to the four units was completed on 25 June 2009. The fitting out of the units to allow floatation and immersion is ongoing. The units are on target to achieve completion in readiness to enable the units to be floated out of the dock following the dredging operations.

#### **4.4 Dredging**

Dredging has been re-scheduled by the Concessionaire, Tyne Tunnels 2 Ltd (TT2), from January 2009 to autumn 2009 to avoid the necessity to have to undertake a maintenance dredge. The actual dates for dredging are still to be finalised by the Concessionaire, and the Contractor, Bouygues Travaux Publics (UK) (BYTP (UK)). Discussions are ongoing with the Environment Agency. A FEPA license has been obtained to allow works to be carried out to infill Tyne Dock with material from the new tunnel works subject to certain conditions. Also, planning permission has now been granted to the Port of Tyne Authority by South Tyneside Council for the infilling of Tyne Dock using material from the project.

#### **4.5 South Approach Works**

Work continues on the transition structure and diaphragm walls. The bridge at High Street is now complete. The foundation and abutment works to the new Howard Street Bridge are complete and the pre-cast concrete beams to the main span over the existing tunnel's traffic lanes were placed during the tunnel closure 11-12 July 2009.

The main propping to the excavation works for the tunnel has commenced. The diaphragm wall work is now on programme with completion expected mid-July 2009. Salem Street and the footpath adjacent to Dunn Street School have been closed with no adverse comments received. A temporary bridge has been constructed at Chaytor Street to allow excavation to be undertaken in this area whilst keeping this important highway link open to traffic. The works are generally on programme except for the preparation works for the construction of the Sprayed Concrete Lining (SCL) tunnel sections. These works are about 4 weeks behind programme due to some difficulties encountered in constructing the diaphragm walls. However, the excavations to gain access to construct the SCL tunnel sections are well advanced and the contractor maintains that this element of work can be completed on time by working an extra shift if an application for 'Out of Hours Working' is approved by South Tyneside Council.

#### **4.6 South Junction Works**

Work continued on the foundations and support structures to the new slip road over bridge (adjacent to Epinay Walk) and all four piers are now complete. Pre-cast concrete beams, which form the basis of the bridge deck, have been placed to the eastern and central spans. The beams over the existing tunnel's traffic lanes were

placed during the tunnel closure on 11-12 July 2009. Work on the construction of this bridge required the contractor to restrict lane availability on the exit/entrance to the existing vehicle tunnel. Traffic flow was carefully monitored and controlled to try and minimise any impact for users. This restriction has now been eased following the successful tunnel closure. A new temporary traffic management system was introduced on 12 July 2009 designed to aid north bound A19 traffic through the junction following consultation with all relevant parties. Construction of the permanent retaining wall structure at Epinay Walk is nearly complete; ahead of programme. The widening of Straker Street is now ongoing after installation of a retaining wall to the embankment to the Mineral Line Bridge. In addition, the piled foundations for the South Extract Building have been installed. Overall construction work for the junction is on programme.

## **5. Masterplanning**

- 5.1 Plans have been recently received which show a number of options for the landscape Masterplan, north and south of the River Tyne. A community engagement strategy has been prepared and this process is due to commence during the school holidays. The Masterplans will be exhibited at a series of consultation events with the affected communities and other stakeholders. These events will be used to draw in comments/ideas in the development of the final Masterplan to be submitted to the relevant Planning Committees for approval. The timetable for the engagement process is July - September 2009.

## **6. Land**

- 6.1 Land at the Mercantile Dock (Cemex site) is now being used to stockpile excavated material prior to use as backfill in the cut and cover sections of the tunnel.
- 6.2 Arrangements relating to Handback of land will commence once the landscape masterplanning exercise has concluded and the details of the finishes/landscaping/street furniture etc are known.

## **7. Communication**

- 7.1 The communication strategy is being applied successfully – majority of stakeholders are kept informed of progress and issues on a regular basis. The strategic and local partnering fora meet regularly and a 'sub' joint residents group has formed to consider a series of common issues in a workshop environment.
- 7.2 A Newsletter was issued in June 2009. Drop-in-sessions continue to be held weekly on both sides of the river and Ward Councillors are given regular 'activity' schedules so that they are briefed on forthcoming events/developments. The Helpline is maintained and staffed all day, every day of the year. The 3D virtual reality model commissioned by BY TP (UK) is now expected to be available late July 2009.
- 7.3 The construction activity and progress continues to stimulate considerable demand for visits from a wide variety of organisations.

## **8. Further Comments by the**

8.1 Clerk - none

8.2 Treasurer - none

8.3 Legal Adviser - none

## **9. Background Papers**

9.1 River Tyne (Tunnels) Order 2005.

9.2 Report of the Inspector in to the Proposals for the New Tyne Crossing dated 2003.

Decision letter of the Secretary of State dated 21 July 2005.

New Tyne Crossing file held by the NTC Project Director

Contact Officer: P Fenwick, phone: (0191) 211 6058



## Tyne and Wear Integrated Transport Authority

23 July 2009

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### New Tyne Crossing, Pedestrian and Cycle Tunnels – Modernisation of Lifts

**Report of the NTC Project Director  
Decision**

**For**

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#### 1. Synopsis

- 1.1 This report seeks approval for a budget to modernise the existing lifts to secure the service for users following the recent failure of the lift on the south bank of the river at Jarrow.

#### 2. Recommendations

- 2.1 The Authority is recommended to approve a budget of £330,000 for the modernisation of the existing two lifts, on the north and south banks of the river, as set out in paragraph 4.

#### 3. Background

- 3.1 The Tyne Pedestrian and Cycle Tunnels (PCT) were opened to the public in 1951 and have seen many years of valued service. At the height of their use up to 20,000 people per day used the tunnels to travel across the Tyne.
- 3.2 On 3 May 2000 the Pedestrian and Cycle Tunnels became Grade II Listed at the request of the TWITA.
- 3.3 The servicing and routine maintenance of the PCT passed to the Concessionaire under the terms of the Project Agreement for the New Tyne Crossing (NTC) project. The liability for their major maintenance stayed with the Authority. However, as the facilities approach their 60<sup>th</sup> year in service (2011), the moving parts, escalators and lifts and many of the finishes need significant attention, repair or replacement. The lifts were replaced in 1984 and now approach the end of their useful life. Indeed, the southern lift has now been taken out of service, due to the failure of the counterweight support. The original escalators which include timber treads have been well maintained over the years but are now well beyond their original design life and are expensive to operate and to repair. This type of escalator was also identified as a fire risk in the Fennall Report of 1987, into the Kings Cross fire.

- 3.4 The NTC Project Office, supported by specialist advisors are in the process of completing a detailed study of the PCT. This will be in the form of a Conservation Plan which is a requirement of the Grade II listing. It will provide a detailed record of the tunnels, including their condition and identify elements of conservation value. It will also provide a framework for identifying potential ways to refurbish/modernise the PCT system, in particular, alternatives that might be available for the replacement of the lifts and escalators.

## **4. Modernisation of existing PCT lifts**

### **4.1 Recent failure of south (Jarrow) lift**

The lifts to the PCT are close to the end of their useful operational lives. On 11 April 2009 the lift at the southern side of the river failed. The counterweight support failed fell to the bottom of the shaft and the lift car fail safe came into operation leaving it suspended near the top of the shaft. Following the incident, the lift car has been made safe and taken out of service. The equipment has subsequently been inspected by PCT Insurers who advised that the failure appears to have been caused by corrosion of the counterweight support system. They also advised that the lift be taken out of use until repair or replacement is undertaken.

### **4.2 Need to maintain Service for users**

The escalators within the PCT are the originals and have operated since opening in 1951. While well maintained over the intervening years they are increasingly subject to breakdowns. This is despite the fact that operation has been reduced to the slowest speed and they operate for only four hours per day.

With the failure of the southern lift, the escalators at the Jarrow rotunda are required to operate significantly extended hours to ensure satisfactory access for all users. These extended operating hours increase the risk of breakdowns. In order to maintain a service to users, while the longer term future of the PCT is investigated, (see item 5 below) interim work is required to the lifts. This will ensure service provision to users and reduce the work load and risk of breakdown on the escalators.

### **4.3 Specialist advice working with TT2 and Project Office**

Two specialist advisors have been appointed to assist with this work;

- 4.3.1 Spence and Dower are architects that specialise in conservation work. They have previously recorded Listed elements of the NTC project affected by the works. In addition, they successfully managed the removal, refurbishment and relocation of the Sir Charles Mark Palmer Statue; and
- 4.3.2 Arup - technical advisors for the NTC project - are providing local and national/international advice on the condition of the lifts and escalators and options for their replacement.

#### **4.4 Scope of lift modernisation**

In order to optimise continuity of service to the users of the PCT and at the same time ensure an economic solution, it is proposed to repair and modernise the existing lift equipment rather than install new systems. A new system would greatly increase the complexity and cost because of the PCT Listed Building Status and issues around conformity to modern day standards and regulations.

Modernisation will include; replacing the car, motors and control gear, optimising the size of the lift car, improved lighting, monitoring and communications with TT2's Tunnel Control Room.

#### **4.5 Need for Listed Building Consent(LBC)**

The Grade II Listed status of the PCT means that the proposed work will be reviewed by the Local Planning Authorities. Informal discussions have already been held with the Conservation Offices for North Tyneside and South Tyneside Councils. A formal application for LBC will be made subject to approval of this report.

#### **4.6 Programme for Delivery**

A significant amount of work has been undertaken previously to understand the nature and condition of the existing lifts and the shafts that they operate in. As a result it will be possible to draft tender documents and tender the work with local lift specialists later this year with the intention for the modernised lifts to be in place in the spring of 2010.

#### **4.7 Budget Costings**

Arup advise that the cost of modernisation works to the lifts will be of the order of £330,000 (inc. professional fees).

Companies bidding for this work will be asked to tender long term maintenance costs so that overall costs can be established.

### **5. Programme for Long Term Modernisation of PCT**

As the PCT approaches its 60<sup>th</sup> year in operation it is timely to investigate its overall condition and consider its long term future. This work is ongoing, having started with the detailed recording of the structure and the mechanisms as a part of the process of compiling a Conservation Plan. This document will identify those elements of the PCT that are considered to be of heritage value.

The NTC Project Office is working with the advisors and the Tyne Tunnel Working Group to identify potential options for the PCT and these will be reported to the Authority in due course.

Any substantial work to the PCT (for example to the escalators) will require wide consultation and identification of funding. The scale of such work is likely to mean that the work will to have to be procured in compliance with EU procurement regulations.

## **6. User & Adjacent Community Survey**

As a part of considering the long term future of the PCT the NTC Project Office is developing a questionnaire that will be distributed to users and the local communities. The responses will be analysed with the objective of being able to establish their perceptions and requirements/aspirations for the PCT. The information will be brought to the Authority in due course for consideration when formulating its long term strategy for these tunnels. It is intended that the survey will take place early autumn 2009.

## **7. Further Comments by the**

7.1 Clerk – None

7.2 Treasurer – The cost of the project will be a charge to the Tyne Tunnels account. Funding is available from the present balance on the account.

7.3 Legal Adviser – The Head of Legal Services has been consulted on this report. The proposals contained in the report are compliant with human rights legislation

## **8. Background Papers**

8.1 Conservation Plan (Draft), in preparation by Spence & Dower (Specialist, conservation architects), required as a consequence of the listed status of the Pedestrian and Cycle Tunnels

Contact Officer: Paul Fenwick, Direct Line: (0191) 211 6058

GW-29





## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 23 July 2009**

**SUSTAINABLE TRAVEL CITY**

**REPORT OF:**       **Joint Report of the Clerk to the PTA and the Director General of Nexus**

**Not confidential**

**District Implications: All of Tyne and Wear**

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### 1.           **Purpose of Report**

1.1           This report outlines Tyne and Wear's bid to become a Sustainable Travel City (STC), which was submitted to the Department for Transport (DfT) on the 17<sup>th</sup> July 2009.

### 2.           **Recommendations**

2.1           ITA Members are recommended to note the contents of report and endorse Tyne and Wear's Sustainable Travel City bid.

### 3.           **Background**

3.1           The Department for Transport (DfT) is making up to £29m revenue funding available over three years (09/10 – 11/12) to one or two of England's nine largest urban areas outside London to encourage smarter travel choices. This follows the recent success of the Sustainable Travel Town initiative, of which Darlington was one of three demonstration towns.

3.2           The funding pot is available over three years, comprising of £8.5million in 2009/10, £7.35m in 2010/11 and £13m in 2011/12

3.3           The Sustainable Travel City project is aimed at easing congestion, reducing CO2 emissions and increasing physical activity levels through a range of smarter choices measures, which may include:

- Work and school travel planning, personalised travel planning and online journey planning;

- New/improved cycle/pedestrian routes;
- Cycle training initiatives;
- Car share and car club schemes; and
- Education and awareness raising campaigns.

3.4 DfT's guidance made it clear that they were looking for regions to be innovative and ambitious in their bids and that they would expect anything included in the bid to feature in LTP3 regardless of whether or not the city was successful in achieving the funding. They also strongly indicated that they would be looking for a bid centred around a city and that rural transport issues were not applicable. Initiatives put forward in the bid must be sustainable after the three years of funding.

3.5 As the funding is for revenue, DfT are looking for match funding from bidders for capital initiatives. However this match funding can be made from committed spend where it is relevant to the bid. Sufficient, relevant match funding has been identified from LTP and district committed spend.

#### 4. **Tyne and Wear STC bid**

4.1 Following the announcement of the funding a working group was convened for Tyne and Wear, including representatives from all five districts and other partners from the public, private and voluntary sectors. The working group has met on a weekly basis to generate and develop ideas to be included in the bid. The LTP team at Newcastle City Council has lead on developing the bid documentation.

4.2 Tyne and Wear's STC bid was submitted to DfT on the 17<sup>th</sup> of July 2009 in accordance with DfT's stated deadline. The ITA is a co-signatory to the bid. Owing to the timetable for submission, the ITA Chair was requested to give preliminary approval prior to this meeting. Accordingly, ITA is recommended to endorse the STC bid in full.

4.3 An executive summary of the STC bid is provided as an appendix to this report. A copy of the full bid documentation will be made available to ITA members on request.

#### 5. **Next Steps**

5.1 The bid is currently being assessed by DfT, with an announcement on the successful bidder(s) expected in September. An update report will be brought back to the ITA following this announcement.

#### 6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);

- **Legal Advisor** (if any);
- **Director General** (if any).

7        **Background Papers**

7.1        STC bidding guidance

Tyne and Wear STC bid

8.        **Contact Officer (s)**

8.1        Scott Vincent, Senior ITA Policy Officer; tel. 0191 211 5679

### Tyne and Wear Sustainable Travel City Bid - Executive Summary

Tyne and Wear has a long history of transport innovation. The Tyne and Wear Metro was groundbreaking in its day and still forms the backbone of a high-quality local public transport network that carries 183m passengers every year. An exciting £300m project to modernise the Metro system is under way, supplemented by a major programme to improve the region's principal bus corridors and develop new Park and Ride sites.

Partnership working with Sustrans and Living Streets has enabled extensive improvements to cycling and walking routes and the delivery of schemes such as Bikelt and Fitter for Walking. Cycle use has increased by 14% over the last year, as new routes are developed and cyclists are guided by a range of improved cycle maps covering all districts of Tyne and Wear. A bespoke Smarter Choices team, established in 2007, works with local travel planners to promote sustainable travel options and we are developing UTMC and Smart Ticketing systems which will use leading-edge technology to streamline traffic management and journey planning.

Nevertheless, despite our considerable achievements, Tyne and Wear still faces the fastest predicted growth in car ownership in Great Britain over the next 10 years, posing obvious challenges for congestion, air quality and accessibility for non-drivers. Transport is also a factor in the region's wider social problems of ill-health, childhood obesity and worklessness.

LTP Partners are limited in what we can do with predominantly capital funding and we therefore welcome the opportunity to bid for Sustainable Travel City funding. Our bid is based on the wider corporate agenda and national DaSTS objectives, setting out a holistic package of measures that will reduce the number of cars on our roads and also help to improve the region's physical and economic wellbeing. Using the £29m bid for, we plan to step up our delivery of existing schemes (such as Bikelt) which are proven to work and to introduce a set of new and innovative measures, including support for the region's roll-out of electric vehicles. Our bid covers all sections of the community but with strong emphasis on young people, who are the car drivers of the future.

Our plans will not be implemented by expensive consultants but by a community field force, close to the ground and in touch with the needs of their locality. Every area is different and so our local champions will be able to deploy a toolkit of resources, selecting the ones best-suited to local needs. Building on the region's recent achievements in public art, a small proportion of the overall budget will be used to help embed public art into the schemes we deliver.

We have talked to and learnt from our near-neighbours in Darlington, whose "Do the Local Motion" sustainable travel programme enjoyed such a success, reducing car trips by 11% during a period of rapid economic growth. Our marketing strategy will build upon the lessons from Darlington and a dynamic Delivery Task Force, with senior officer representation and advisory groups from the voluntary sector and strategic partners, will drive the project forward.

Our key target is to reduce the proportion of car journeys by 20% and we are extremely confident of achieving or bettering this.

Finally, we recognise that these are challenging economic times, with pressure to moderate public spending. We have therefore proposed a reduced cost option for £13m, focusing specifically on young people. By winning hearts and minds at this age, we can embed sustainable travel habits for life.



## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: July 2009**

**ITA Key Output Measures: 2007/08 baseline and 2008/09 performance**

**REPORT OF:**       **Joint Report of the Clerk to the PTA and the Director General of Nexus**

**Not confidential**

**District Implications: All of Tyne and Wear**

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### 1.           **Purpose of Report**

1.1           The purpose of the report is to inform ITA members of the 2007/08 baseline figures for the Key Output Measures and identify the progress made in 2008/09 where performance information is available. The report also sets out a timescale to review the Authority's Policy Statement to reflect the changing responsibilities of the ITA.

### 2.           **Recommendations**

2.1           ITA Members are recommended to:

a) Approve the timescales and intention to review the policy statement

b) Note the Key Output Measures baseline information and endorse the suggested targets for future years

### 3.           **Background**

3.1           Members will recall that the adoption of revised Key Output Measures (KOMs) was approved at the ITA meeting on 22nd January 2009. At that time the intention to baseline these KOMs using 2007/08 information and establish performance reporting was endorsed. The ITA agreed to receive a report in July 2009 setting out the 2007/08 baseline figures and recommendations on future reporting. The report was also to include timetabled proposals for renewal of the ITAs Policy Statement.

#### 4. Information

- 4.1 The nine KOMs adopted by the ITA in January 2009 are taken from the National Indicator set for Local Area Agreements as defined and published by the Department for Communities and Local Government in April 2008. The National Indicator set also aligns with the performance indicators reported in the Local Transport Plan (LTP).
- 4.2 Under the Local Transport Act 2008 the ITA takes the lead role for the LTP in Tyne and Wear. Members will be aware that the Passenger Transport Authority Policy Statement 2007/8-2009/10 sets out our overarching objectives and high level policies. As we are nearing the end of this period and to reflect the changes in responsibility and legislation, Members are asked to bring forward a complete refresh of the Policy Statement, to be presented to the meeting in March 2010.
- 4.3 Members will be aware that all Local Authorities are required to produce a Sustainable Community Strategy (SCS) which sets out a long term vision and objectives for an area. That Local Authority's Local Area Agreement (LAA) is the delivery vehicle for the SCS.
- 4.4 If we apply the same principle to the ITA, the Policy Statement will become the equivalent of the SCS, setting a longer term vision with high level policies for transport in Tyne and Wear. The Local Transport Plan will be the delivery mechanism that will help us achieve our long term vision through its medium term strategies and short term action plans for improving transport in the area.

#### 5. ITA Key Output Measures

- 5.1 The Key Output Measures adopted by the ITA at its January 2009 meeting are listed below:
- Congestion (NI 167)
  - Access to Services and Facilities (NI 175)
  - Access to Employment (NI 176)
  - Local bus and light rail patronage levels (NI 177)
  - Local bus services running on time (NI 178)
  - Planning to Adapt to Climate Change (NI 188)
  - Air Quality (NI 194)
  - Children travelling to school: mode usually used (NI 198)
  - Road Traffic Accidents – People Killed and Seriously Injured (NI 47)

5.2 **Congestion (NI 167)**

2007/08		2008/09		2009/10*		2010/11*	
Target	Actual	Target	Actual	Target	Actual	Target	Actual
03:22	03:09	03:25	Nov. '09	03:29	Nov. '10	03:34	Nov. '11

Person journey time (min:secs per mile)

\*LTP2 agreed targets for Tyne and Wear

The targets agreed by the LTP partners are set at limiting the growth in congestion to 7% against a modelling projection that the increase would be 12% if no measures were taken over the LTP2 period. This approach is accepted by DfT and is also applied in the other urban areas. The next opportunity to reset the targets will be in LTP3.

Earlier this year Tyne and Wear received almost £874.000 in reward payments from the Urban Congestion Performance Fund, bringing its total reward funding to nearly £1.7m.

There are 10 urban areas to which the above Fund applies and in the most recent release of data only Bristol is ahead of Tyne and Wear in terms of its congestion performance, and shows that Tyne and Wear achieves the fastest journey times.

5.3 **Access to services and facilities (NI 175)**

Service/Facility	Threshold	% of population within threshold	
		2007 (August)	2008 (November)
Education - Primary	15 mins	99.9%	99.9%
Education – Secondary	20 mins	99.8%	99.8%
Education - Post 16	30 mins	98.7%	98.7%
Food shops	15 mins	99.3%	99.4%
Health – GPs	15 mins	99.1%	99.1%
Health – Hospitals	30 mins	91.3%	91.0%

The 2007 and 2008 results are the same when reported to 0 decimal places.

NB the list of Services/Facilities and the Threshold levels are set by DfT.

The target set by each of the Districts in Tyne and Wear is for there to be no decrease in access i.e. to at least maintain the 2008/09 levels of access to services and facilities.

While this National Indicator looks at the whole of Tyne and Wear, the Bus Strategy deals with accessibility at a local level and the Bus Network Design Project will seek to address local journeys that people make in their daily lives. District specific targets are set in the Bus Network Design Project to achieve improved levels of accessibility, service provision and journey times. These targets highlight access to the following key services:

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- Newcastle and Sunderland City Centres
- Key local service centres
- Major employment sites and
- General Hospitals

#### 5.4 Access to employment (NI 176)

Year	2007/08	2008/09
Category	Actual	Actual
% of target population weighted by the access to employment centres by composite mode	83.4	83.2

The target is to at least maintain the current levels of access to employment centres. Comparison shows that performance in Tyne and Wear is on par with other metropolitan areas for this mode agnostic indicator.

Employment site	% Total TW Population within 40 mins	
	2007	2008
Baliol Business Park	26.2%	26.1%
Baltic Business Quarter	48.3%	45.9%
Boldon Business Park	44.8%	40.0%
Cobalt Business Park	27.9%	29.1%
Doxford	19.8%	23.4%
DSS Longbenton	41.7%	42.9%
Great Park	22.9%	25.2%
Metrocentre	42.8%	39.2%
Monkton Business Park	36.1%	26.2%
Newburn	35.7%	30.9%
Newcastle City Centre	70.3%	69.6%
Nissan	24.8%	38.2%
Pattinson Industrial	35.5%	32.9%
Port of Tyne	21.4%	22.3%
South Shields	27.9%	29.6%
Sunderland City Centre	36.7%	37.3%
Team Valley	37.3%	36.2%

As with the previous National Indicator the Bus Strategy is taking a local approach to target improvements in bus access to employment sites so that increasing proportions of households in each district will have access to their closest 3 key employment sites within a 30 minute bus journey.



## 5.5 Local bus and light rail patronage levels (NI 177)

	2007/08		2008/09	
	Target	Actual	Target	Actual
Total	171.427	<b>170.220</b>	171.164	<b>178.165</b>
Bus	134.026	<b>130.391</b>	133.536	<b>137.584</b>
Metro	37.401	<b>39.829</b>	37.628	<b>40.581</b>

Introduction of the national concessionary travel scheme, especially since the changes in April 2008, has clearly had an impact on ridership levels. Further work is needed to establish trends and projections before setting new targets. This work is ongoing and will inform the target setting for LTP3. In the meantime we will seek to at least maintain the current ridership levels.

This National Indicator looks at local bus journeys originating in the ITA area. Traditionally the bus ridership figures have also included inbound cross-boundary journeys. If these are included the bus actuals would be higher (133.7m and 140.4m for 07/08 and 08/09 respectively).

For members' information the patronage on the Shields Ferry and local heavy rail services, not covered by the National Indicator, are as follows:

Patronage ('000s)	2007/08	2008/09
Rail: Sunderland to Newcastle	673	606
Rail: Newcastle to Blaydon	1,371	1,108
Rail: Total	2,044	1,713
Shields' Ferry Service	480	464

The target is to stabilise and then grow the use of these services.

5.6 **Bus services running on time (NI 178)**

Definition		2007/08	2008/09	2009/10	2010/11
Non-frequent bus services: % of buses departing 'on time' 01:00 early to 05:59 late (mins:secs)	Actual	83.4%	83.6%		
	Target	80.2%	82.3%	84.3%	86.5%
Frequent services: average excess waiting time (mins:secs)	Actual	00:38	00:39		
	Target	< 01:00	< 01:00	< 01:00	< 01:00

The National Indicator in respect of non-frequent bus services combines two elements (starting points and intermediate timing points) that are currently reported on separately in LTP2. The Bus Strategy uses the narrower definition and target as in LTP2 to achieve 85% punctuality at intermediate timing points by 2012. The excess waiting time is also part of LTP2 reporting arrangements.

5.7 **Planning to adapt to climate change (NI 188)**

NI188	2008/09		2009/10		2010/11	
	Target	Actual	Target	Actual	Target	Actual
Level	0	0	1		2	

(NB this is a new indicator that was not applicable for 2007/08)

There is a separate report on the ITA agenda proposing that the ITA and Nexus sign up to the Nottingham Declaration on Climate Change. Making this commitment will provide a key element for achieving our target level for NI 188 this year. The commitment will also involve making progress on both NI 185 and NI 186 regarding aspects of CO<sub>2</sub> reduction.

5.8 **Air Quality (NI 194)**

This is a new indicator looking at the reduction of nitrous oxides (NO<sub>x</sub>) and particulate matter (PM<sub>10s</sub>). At the time of compiling this report local authorities are in the process of collecting the data required to report to Defra. At present LTP2 reports on one Air Quality Management Area in Newcastle.

5.9 **Children travelling to school: mode of transport usually used (NI198)**

	Academic Year			
	2007	2008	2009	2010
Tyne and Wear				
% travelling by car	22.4	22.8		

The LTP2 partners' target is to seek to maintain a high level of travel by public transport and other sustainable modes.

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Mode of travel to school – proportion travelling to school by car

STC* Bid Area	NI198
Nottingham	19%
Tyne and Wear	23%
South Yorkshire	24%
Leicester UA	24%
Bristol	26%
Greater Manchester	29%
West Midlands	30%
Merseyside	30%
West Yorkshire	30%

\*Sustainable Travel City

Comparison with other metropolitan areas shows that Tyne and Wear has the lowest percentage of children normally travelling to school by car, though Nottingham suggests there may be the potential for further improvement.

#### 5.10

#### Road Traffic Accidents: Killed and Seriously Injured (NI 47)

Annual totals	2007	2008	2009	2010
Target KSI	392	378	364	350
Actual KSI	408	375		
3 yr rolling average	397.7	396.7		
change on previous year	0.5%	0.3%		

This National Indicator looks at the percentage change in number of people killed or seriously injured during the calendar year compared to the previous years. Figures are based on a 3 year rolling average, up to the current year.

Good performance is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with previous 3 year rolling average.

#### 5.11

The attached appendices contain more information about each of the NI measures. Members are asked to consider the information and endorse using the LTP2 targets for the KOMs through to 2010/11. After that date the KOM targets will correspond with those to be set by the ITA in the processes leading up to production and publication of LTP3. In the meantime an annual update will be submitted in July.

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6. **Next Steps**

6.1 The work programme for the Policy Statement refresh is as follows:

- August - September 2009 - Refresh our existing policy statement objectives in light of changes to our evidence base – i.e. Policy Analysis
- October 2009 – November 2009 – Assessing strategic direction – articulation of a vision, identifying outcomes, objectives and priorities. Establish baselines and key performance indicators
- December - January 2010 – Consultation with Members & Officers
- February 2010 – Final drafts and images
- March 2010 – Report to ITA for approval.

7. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

8 **Background Papers**

8.1 January 2009 ITA Report

9 **Contact Officer (s)**

9.1 Tobyn Hughes, Head of Strategy, Nexus

Roger Gill, PTA Policy Manager

## Congestion

### **NI 167 Congestion – average journey time per mile during the morning peak**

#### **Rationale**

To monitor the level of congestion during morning peak times. Congestion impacts on people's quality of life, imposes significant and increasing economic costs as identified in the Eddington Report, and relates to other important priorities including air quality and climate change.

Congestion is a consequence of high volumes of traffic on particular roads at particular times of day, and is typically most acute going into towns during the morning peak. This means that congestion is a local phenomenon, experienced and perceived locally by a majority of people across the country.

The indicator enables an evidence-based, targeted approach to tackling congestion. The indicator, as calculated by authorities in the largest urban areas, forms the national Public Service Agreement (PSA) target for urban congestion.

#### **Definition**

**Person journey time per mile during the morning peak on major inbound routes in the larger urban centres.**

This is reported by Transport for London, metropolitan councils (where the spatial scale is each former metropolitan county), Bristol, Nottingham and Leicester. The methodology is as agreed between the Department for Transport (DfT) and the local transport authorities for the purposes of monitoring the DfT's PSA urban congestion target.

#### **Good performance**

Good performance is determined by looking at change over time for an authority, rather than by comparing authorities with one other. Good performance is where the impact on journey times of an increase in traffic is minimised, and where the impact of a planned improvement has a demonstrably positive impact on journey times. In cases where traffic does not increase, or where it increases by a small amount, decreases in journey time would represent good performance.

#### **Collection interval**

Annual, on an academic year basis (September to August)

#### **Targets**

The target agreed by the LTP partners for the period 2006 to 2011 is to limit the growth in congestion to 7% against a predicted growth of 12 % (i.e. if no interventions were applied) derived by using the Tyne and Wear Strategic Transport Model.

## Access to services and facilities

### **NI 175: Access to services and facilities by public transport, walking and cycling**

#### **Rationale**

This indicator monitors the fostering of social inclusion through access to core services and facilities via non-private modes of transport, which may include, but is not limited to: public transport; demand responsive transport; walking; and cycling. It is a key social inclusion and quality of life outcome. The indicator cuts across a number of service areas and can assist how they are planned and delivered.

#### **Definition**

This indicator measures access to selected core services and facilities by individuals via non-private modes of transport, which may include, but is not limited to: public transport, demand responsive transport, walking and cycling.

Core services:

- Healthcare – Hospitals and GP surgeries;
- Education – primary, secondary and higher education sites;
- Food shops; and
- Employment sites.

#### **Good performance**

Measured by improvement against chosen measure. The level of improvement needed to demonstrate good performance will depend on an individual authority's indicator.

#### **Collection interval**

Annual (financial year)

<b>NI 176: Working age people with access to employment by public transport (and other specified modes)</b>
<b>Rationale</b>  Information on the accessibility of sites of employment to population of working age by public transport, demand responsive transport, walking and cycling to enable local transport authorities to direct interventions (transport and planning measures related to both economic and residential sites) to encourage economic growth and reduce social exclusion.
<b>Definition</b>  This indicator measures the percentage of people of working age (aged 16 to 74 years) living within the catchment area of a location with more than 500 jobs by public transport, demand responsive transport and/or walking.
<b>Good performance</b>  Good performance is an increase in the proportion of those of working age (aged 16-74) within the catchment area of a location (at LSOA level) with more than 500 jobs by public transport and/or walking or cycling. Good performance will be achieved by reducing the journey time to employment locations by public/demand responsive transport, walking and cycling.
<b>Collection interval</b>  Annual. (Calendar Year.)

## Local public transport patronage

### **NI 177: Local bus and light rail passenger journeys originating in the authority area**

#### **Rationale**

Bus patronage is a key outcome of the partnerships between local authorities and bus operators, which together play an important role in delivering better local transport services.

Bus and light rail patronage can also be a key marker of the level of accessibility to services and congestion. Local authorities can make major contributions to improving bus patronage through tendered services, the management of their road networks and giving priority to bus passengers. Including light rail (but not heavy rail) aligns this indicator with the national PSA target to increase bus and light rail patronage.

#### **Definition**

This indicator measures the total number of local bus and light rail passenger journeys originating in the transport authority area in a given year.

**Local Public Transport** – All passengers travelling on registered local bus services and light rail services should be counted. This includes all travelling on school bus services available to the general public, and passengers travelling on flexibly routed bus services other than Dial-a-Ride services.

**Journeys** – passengers boarding buses or trams within the authority, regardless of whether they alight in the authority or a neighbouring transport authority.

#### **Good performance**

Good performance is typified by a high and/or increasing number

#### **Collection interval**

Annual Financial Year



## Local bus service punctuality

### **NI 178: Bus services running on time**

#### **Rationale**

Bus punctuality is a key outcome of the partnerships between local authorities and bus operators, which together, play an important role in delivering better local transport services.

Bus punctuality is also a key marker of the level of congestion. Local authorities can make major contributions to improving bus punctuality by the management of their road networks and giving priority to bus passengers. Improved bus punctuality not only benefits bus passengers but also can help attract more travellers to buses and hence reduce road congestion.

#### **Definition**

Bus punctuality – defined as keeping public service buses to their scheduled bus departure times. This indicator is measured in two different ways: the percentage of non-frequent buses on time and the average excess waiting time for frequent services.

Non-frequent services (fewer than 6 buses per hour) – measured by whether the bus departs within its “on-time” window of 1 minute 0 seconds early to 5 minutes 59 seconds late. Buses that fail to run should be treated as “late” and not ignored in the calculations.

Frequent services (6 or more buses per hour) – measured by the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time.

#### **Good performance**

An increase in levels of punctuality of bus services in the reporting area. In other words, an increase in the percentage of non-frequent services on time and a reduction in the excess waiting time for frequent services.

Attainment of levels of punctuality included in the Traffic Commissioners standards and standards for Local Transport Plan targets.

#### **Collection interval**

Annual (Financial Year)

<b>NI 188: Planning to Adapt to Climate Change</b>
<b>Rationale</b> <p>The indicator measures progress on assessing and managing climate risks and opportunities, and incorporating appropriate action into local authority and partners' strategic planning. The impacts might include increases in flooding, temperature, drought and extreme weather events.</p>
<b>Definition</b> <p>Local authorities should report the level of preparedness they have reached against the 5 levels of performance, graded 0 to 4. The higher the number, the better the performance.</p> <p>Level 0: <b>Baseline:</b> The Authority has begun the process of assessing the potential threats and opportunities across its estate and services and has identified and agreed the next steps to build on that assessment in a systematic and coordinated way.</p> <p>Level 1: <b>Public commitment and prioritised risk-based assessment:</b> The Authority has made a public commitment to identify and manage climate related risk.</p> <p>Level 2: <b>Comprehensive risk-based assessment and prioritised action in some areas:</b> The Authority has undertaken a comprehensive risk based assessment of vulnerabilities to weather and climate, both now and in the future, and has identified priority risks for its services.</p> <p>Level 3: <b>Comprehensive action plan and prioritised action in all priority areas:</b> The Authority has embedded climate impacts and risks across its decision making.</p> <p>Level 4: <b>Implementation, monitoring and continuous review:</b> The Authority is implementing a comprehensive adaptation action plan across its area.</p>
<b>Good performance</b> <p>Year on year improvement</p>
<b>Collection interval</b> <p>Annual (Apr – Mar)</p>

<p><b>NI 194: Air quality – % reduction in NO<sub>x</sub> and primary PM<sub>10</sub> emissions through local authority’s estate and operations</b></p>
<p><b>Rationale</b></p> <p>The aim of this indicator is to identify authorities that are proactive in minimising air pollution emissions from their estate and operations. Measurement against this indicator will require each local authority to calculate their PM<sub>10</sub> and NO<sub>x</sub> emissions from analysis of the energy and fuel use in their relevant buildings and transport, including where these services have been outsourced.</p>
<p><b>Definition</b></p> <p>The indicator being assessed will be a year on year measured reduction of primary PM<sub>10</sub> and NO<sub>x</sub> emission from local authority estate and operations.</p> <ul style="list-style-type: none"> <li>• ‘Emission’: Total amount of direct and indirect primary PM<sub>10</sub>, and total amount of direct and indirect NO<sub>x</sub>, emitted from local authority estate and operations.</li> <li>• ‘Direct emissions’: Emissions from sources that are owned or controlled by the local authority e.g. emissions from the combustion in owned or controlled boilers and vehicles.</li> <li>• ‘Indirect emissions’: Emissions that are a consequence of the activities of the local authority, but occur at sources owned or controlled by another entity e.g. emissions from consumption of purchased electricity or heat, transport-related activities in vehicles not owned or controlled by the local authority and outsourced activities.</li> <li>• ‘Estate’ – buildings and structures used by the local authority to carry out its powers and duties and which result in direct and indirect emissions of primary PM<sub>10</sub> and NO<sub>x</sub> into the atmosphere, including: council offices, libraries, community halls, streetlights and schools. Social housing is not included.</li> <li>• ‘Operations’ – The delivery of powers and duties of a local authority which result (either directly or indirectly) in the emission of primary PM<sub>10</sub> and NO<sub>x</sub> into the atmosphere.</li> <li>• ‘NO<sub>x</sub>’ – oxides of nitrogen – the sum of nitric oxide and nitrogen dioxide.</li> <li>• ‘PM<sub>10</sub>’ – airborne particulate matter passing through a sampling inlet with a 50% efficiency cut-off at 10 micrometers aerodynamic diameter and which transmits particles below this size.</li> <li>• ‘Primary PM<sub>10</sub>’ – PM<sub>10</sub> emitted directly into the environment.</li> <li>• ‘Emission factor’ – the rate of release of pollutants from a specific activity, typically expressed as a mass of pollutant emitted per unit time.</li> <li>• ‘Fuel mix’ – the combination of different types of fuel used by a source e.g. diesel, coal, gas etc.</li> </ul>
<p><b>Good performance</b></p> <p>Year on year % reductions</p>
<p><b>Collection interval</b></p> <p>Annual – calendar year from Jan-Dec.</p>

## Children travelling to school: mode of choice

<b>NI 198: Children travelling to school – mode of transport usually used</b>
<b>Rationale</b> Provides information to help local authorities monitor and manage road traffic associated with the school run with a view to reducing the proportion of children travelling by car and increasing the proportion walking, cycling or using public transport.
<b>Definition</b> The indicator measures the proportion of school aged children in full time education travelling to school by the mode of travel that they usually use. Mode of transport is defined as six modes: cars (including vans and taxis, even if a taxi is carrying more than one child), car share, public transport, walking, cycling, and other.
<b>Good performance</b> Good performance is typified by achieving a reduction in the percentage of children aged 5-16 years who travel to school by car.
<b>Collection interval</b> Annual school census (in January each year) for the academic year and generally reported in July of each year.

## Road Traffic Accidents

<b>NI 47: People killed or seriously injured in road traffic accidents</b>
<b>Rationale</b> To measure the total number of people killed or seriously injured (KSI) in road traffic accidents.
<b>Definition</b> The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.
<b>Good performance</b> Good performance is typified by a positive percentage change. Poor performance will return a negative figure suggesting an increase in people killed or seriously injured in traffic accidents compared with previous 3 year rolling average
<b>Collection interval</b> Annual (calendar)

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**        **Date: 23 July 2009**

**Tyne and Wear Bus Corridor Improvement Programme Phase 2**

**REPORT OF**        **DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality (if confidential)**

**District Implications - All**

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**1.            Summary / Purpose of Report**

1.1        To advise members of progress in the preparation of the Tyne and Wear Bus Corridor Improvement Programme Phase 2.

**2.            Recommendations**

2.1        That the report be noted.

**3.            Introduction / Background**

3.1        Members will recall that the Tyne and Wear Bus Corridor Improvement Programme Major Scheme Business Case Phase 1 was submitted last December to the Department of Transport. Preparation of the Phase 2 Major Scheme Business Case is now under way, with all Districts involved. The objectives of the Bus Corridor Improvement programme are:

- To increase the number of people using buses.
- To increase the market share of buses relative to transport as a whole.
- To provide the conditions for more reliable and punctual bus services.
- To remove barriers to integration between modes and services.
- To ensure that major developments are accessible by bus.

3.2        The LTP Congestion Reduction Strategy identifies 16 corridors across Tyne and Wear where congestion needs to be addressed. The Bus Corridor Improvement

Strategy aims to provide measures on each of these corridors to improve bus journey times and make bus travel more attractive and hence contribute to mode shift. The improvements will be funded by a combination of LTP Integrated Transport Block funding and DfT Major Scheme Funding. The Region has allocated £30.4 million in total within the Regional Funding Allocation Process for Tyne and Wear Bus Corridors, divided into Phase 1 (£15.5 million) and Phase 2 (14.9 million). However, we anticipate that this will not be sufficient to cover all of the schemes that need to be carried out, and a bid will be submitted for further funding should the opportunity arise. Members will recall that the Phase 1 bid covered the following corridors:

- Felling Bypass including park and ride, Gateshead, (total £5.3m).
- Consett Road including park and ride, Gateshead, (total £4.3m).
- Newcastle Road/Southwick Road (Wheatsheaf), Sunderland, (total £3.1m).
- Infrastructure improvements, (total £1.2m).
- In addition scheme preparation costs amounted to £1.2m.

3.3 The recent review of the RFA programme by the Region under the RFA2 process identified some programmed under-spend in 2010/11. Consequently, subject to full acceptance of their business case by DfT (including traffic modelling), some elements of the Phase 1 bid may be brought forward.

#### 4. **Information**

4.1 Scheme elements currently in development are as follows:

- Durham Road (plus park and ride), Gateshead.
- Heworth Roundabout, Gateshead.
- Swalwell Roundabout, Gateshead.
- West Road, Newcastle.
- Gosforth High Street/Blue House Roundabout and Haddricks Mill junction, Newcastle.
- Norham Road junction, North Tyneside.
- Billy Mill Roundabout, North Tyneside.
- Boldon Lane, South Tyneside.
- Chester Road, Sunderland.



4.2 Representatives of the Department for Transport recently visited Tyne and Wear for an overview of the schemes under consideration. They reiterated key points from their guidance document, ie that all scheme elements that are included in the Major Scheme Business Case must demonstrate good value for money in their own right, and fulfil the primary objectives of the overall scheme (in this case to improve facilities for buses). They pointed out that they would not accept scheme elements that would improve conditions for buses only as a by-product of other objectives, such as congestion reduction or environmental improvement.

4.3 The Phase 1 process has provided much learning relevant to the Phase 2 submission. It is abundantly clear that the DfT expects its guidance to be followed to the letter, even though some may consider that the guidance is somewhat onerous in relation to the individual value of the scheme elements being submitted. This is particularly true of traffic modelling, where a very detailed level of appraisal is required. This information has been passed on to district partners.

## 5. **Next Steps**

5.1 District partners are currently preparing their submissions which will need to comply with DfT guidance, meet overall scheme objectives (set out above) and ensure that best value for money is achieved. With funding currently constrained to £14.9 million, we do not propose to include scheme elements that will be unaffordable within the Phase 2 bid. The immediate aim will be to address priority areas across Tyne and Wear and achieve best value in doing so.

5.2 When information on each scheme has been received from District partners, we will bring a further report to the ITA seeking its views as to the priority scheme elements to go forward for the Phase 2 bid. It was originally anticipated that this would take place in September, but Members are requested to note that some scheme elements are already behind their target preparation times and so there may be a consequent delay in bringing this paper to the ITA.

5.3 When a clearer picture has emerged over the funding needed to deliver the remaining corridors, we will put forward a further bid for funding within the RFA process when the opportunity arises.

## 6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

## 7 **Background Papers**

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**NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.**

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7.1

8           **Contact Officer (s)** Ken Kemp, Interim Services and Integration Director, 203  
3657

8.1



## Tyne and Wear Integrated Transport Authority

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**Date: 23 July 2009**

**RAIL UPDATE: NORTHERN FRANCHISE ADDITIONAL VEHICLES AND  
EAST COAST MAIN LINE FRANCHISE**

**REPORT  
OF DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality: Not confidential**

**District Implications: None**

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### **1. Summary / Purpose of Report**

- 1.1 To provide information on recent developments arising from discussions between PTEs and the Department for Transport (DfT) Rail Division regarding the number of additional trains required to meet overcrowding on Northern Rail services, and to confirm the current situation regarding the East Coast Main Line (ECML) franchise.

### **2. Recommendations**

- 2.1 To note the contents of the report.

### **3. Summary of Key issues**

- 3.1 Nexus and the other PTEs served by the Northern franchise have had discussions with DfT Rail Division over the proposed allocation of extra rolling stock to meet current and predicted demand.
- 3.2 Fewer than the 182 extra vehicles for the Northern franchise set out in the DfT's High Level Output Specification (HLOS) are now proposed, and only one extra train is planned at this stage for use within the Tyne and Wear city region.
- 3.3 The Secretary of State for Transport has announced that it has been unable to agree renegotiated franchise terms with National Express plc, and as a result, the East Coast Main Line will revert to temporary public ownership, pending re-letting of the franchise.

#### 4. Information

##### Proposed Additional Vehicles for Northern Rail Franchise

- 4.1 Nexus, together with the other PTEs served by the Northern rail franchise, has been engaged in discussions with officers of the Rail Division, DfT since January 2009 to attempt to identify an optimum solution for the allocation of additional rail carriages to alleviate overcrowding on the busiest services to and from major cities. The process has been led by West Yorkshire PTE, and Nexus has participated fully to try to achieve the best possible outcome for the Tyne and Wear city region.
- 4.2 Discussions with DfT and Northern rail began with the premise that the starting point for the exercise was a resource of 182 extra vehicles, identified in the DfT's High Level Output Specification (HLOS) plan update in July 2008, for strengthening of commuter routes in the Manchester, Leeds, Sheffield, Liverpool and Newcastle areas.
- 4.3 In the intervening months, it has become clear that the total number of additional vehicles has been substantially scaled back by the DfT. It has claimed that the original allocation proposal does not meet satisfactory cost/benefit criteria, and that by focussing simply on relieving peak-hour capacity such that no train exceeds 100% capacity, the requirements of HLOS can be adequately met. The definition of 100% capacity refers to all seats being occupied, plus an agreed level of people standing, related to the characteristics of individual unit types. The DfT has suggested that this 'capacity metric' can be met with an allocation of as few as 106 additional vehicles, rather than the 182 identified less than a year ago.
- 4.4 At the beginning of the process, the DfT requested that these discussions be held subject to the commercial confidentiality clause contained within the Northern Franchise, to which the five north of England PTEs are signatories. Recently, a lack of agreement between PTEs and the DfT over the possible outcome of the process has led to the PTEs concluding that it was inappropriate for discussions to continue on a confidential basis.
- 4.5 A proposed reduction of this scale in the level of additional resources will have serious implications for improvements to local rail services in the Northern cities, both in terms of the ability to reduce current overcrowding, and the potential for new services along existing or new routes. The proposed extra resource for the Tyne and Wear area is one Class 142 pacer train. The recent East Coast Main Line Route Utilisation Study, published in February 2008 by Network Rail, concluded that nine additional carriages – comprising three or more trains depending upon their configuration – were required to meet the predicted growth in demand for peak-time services in the period to 2016.
- 4.6 Whilst any extra resource is welcome, and overcrowding is more acute in other conurbations such as Manchester and Leeds, members may consider this an inadequate response to the transport needs of the area. There are already

capacity problems along the area's four local rail routes – those to Morpeth, Hexham, Sunderland and Chester-le-Street – and the proposal could also frustrate any proposals for the re-opening of former passenger rail corridors, such as the Leamside and Ashington Blyth and Tyne lines. However, the situation should also be viewed within the context of the Tyne and Wear area's reliance on heavy rail for commuting purposes being less than in many other conurbations. Metro is the primary mode of rail commuting into Tyneside and Wearside and will remain so, thus emphasising the importance of the Metro Reinvigoration process in maintaining and enhancing this position.

#### East Coast Main Line Rail Franchise

- 4.7 On 1 July, Secretary of State for Transport Lord Adonis announced that the Department for Transport and National Express plc had failed to agree a renegotiation of the franchise entered into in 2007. As a result, the East Coast Main Line (ECML) operations are to revert to public ownership under the holding company 'East Coast Main Line', later this year, for a period of at least one year until such time as the franchise is successfully re-let, possibly in December 2010. In the meantime, services will continue as advertised, and all existing ticket obligations will be honoured.
- 4.8 Whilst the failure of a second franchise operator on the ECML within three years is disappointing, Nexus will offer National Express East Coast and the company East Coast Main Line any practical support during this difficult period, and will participate in discussions with potential new franchisees, with the aim of helping to secure the best possible level of services for the region, at the appropriate time.
5. **Next Steps**
- 5.1 Nexus will continue to hold discussions with the DfT Rail Division regarding future additional rolling stock for the Northern rail franchise, and press the case for a higher level of investment in the region's local rail services.
6. **Further comments by the:**
- **Clerk** (if any);
  - **Treasurer** (if any);
  - **Legal Advisor** (if any);
  - **Director General** (if any).
7. **Background Papers**
- 7.1 High Level Output Specification Plan Update. DfT 2008.  
East Coast Main Line Route Utilisation Strategy. Network Rail 2008.

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**NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.**

**8 Contact Officer (s)**

8.1 Gordon Harrison, Nexus 0191 203 3662



## Tyne and Wear Integrated Transport Authority

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**Date: 23 July 2009**

**Business Intelligence Annual Report (A Year of Change)**

**REPORT OF DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality: Not confidential**

**District Implications: To note for all districts**

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### 1. **Summary / Purpose of Report**

1.1 To inform members of the forthcoming publication of the 2008/09 Business Intelligence Annual Report (A Year of Change). The report provides a compilation of public transport and socio-economic trends in Tyne and Wear during 2008/09 supported by data analysis and narrative context. This paper presents the Executive Summary of the full report.

### 2. **Recommendations**

2.1 To note the high level findings of the report as set out below in section 3.

### 3. **Summary of Key Issues**

3.1 As the title of the report suggests, 2008/09 was for many reasons 'a year of change', and although it was not evident at the time, the UK was in a period of negative economic growth during the summer of 2008. In January 2009, when the economic data for the fourth quarter of 2008 was released, it was officially confirmed that the UK was in a recession. The socio-economic impacts of the recession had far reaching implications for public transport.

- 3.2 Overall, 2008/09 was a good year for public transport with the more notable highlights being the increase in adult fare paying journeys on bus, which was the first time this passenger group had recorded growth in 17 years. Also, the concessionary Child All Day Ticket reversed a declining trend in the number of journeys made by children on public transport, and Metro patronage exceeded 40 million for the first time since 1991/92. The number of elderly and disabled concessionary journeys, on both Bus and Metro, recorded strong year on year growth. However, more significantly, when comparing the 2008/09 figures to 2005/06, which was the year before the free local scheme was introduced, the number of journeys made by this passenger group has increased by more than 50%.
- 3.3 Patronage on all modes in Tyne and Wear of Bus, Metro, Ferry and Rail increased by 4.1% in 2008/09 to more than 183 million journeys, which represents an additional 7.1 million journeys year on year. Bus patronage was the significant contributor and responsible for more than 90% of the recorded growth. Metro provided the remainder of the growth with both Ferry and Rail services recording a year on year patronage decline. Bus patronage was responsible for almost 77% of all public transport journeys in 2008/09, followed by Metro, which contributed just over 22% of the market.
- 3.4 Fuel prices in the UK reached unprecedented levels in 2008, which peaked in July when the cost per litre of diesel was 37% higher and petrol 23% higher than the previous year. The upward trend in fuel costs actual began back in the autumn of 2007, and after 6 months of successive rises in price another trend began to emerge. In March 2008 the number of adult fare paying journeys on bus recorded a small year on year growth, and this trend continued and became more significant as the year progressed. In July 2008, the month fuel costs reached their peak; the number of adult fare paying journeys on bus was almost 12% higher than in July 2007. At the end of 2008/09 patronage in adult fare paying journeys on bus had increased by 2.6%, which represented a year on year growth of 2.1 million journeys.
- 3.5 A statistical analysis of the relationship between fuel costs and adult fare paying bus journeys in Tyne and Wear showed there was a strong correlation between the two, to the extent that around 60% of the growth in patronage could be explained by the related increase in fuel costs. These local findings were supported by national research, which was carried out in August 2008, that showed that rising fuel costs and its impact on disposable income levels, meant that many people had changed, or were thinking about changing, their travel habits by switching some of their journeys from the private car across to public transport.



- 3.6 In July 2008, based on average commuting distance, it was costing an estimated 27% more to commute to and from work in a private car than it was a year earlier. Further to this the motor industry suffered particularly badly from the economic downturn in 2008, with both car production levels and new car registrations down significantly year on year, suggesting that the relative attractiveness of the private car was in an unusual, if only temporary, state of decline.
- 3.7 Another key trend that emerged in 2008/09 was a shift in journeys made with season tickets from single use tickets on bus. Although this trend had been evident on Metro in the last few years, journeys made with Metro Savers further increased their market share of all Metro journeys in 2008/09, on bus there was a more significant change. The number of bus journeys made with season tickets increased by more than 19% year on year, and the market share for season tickets increased by 13%.
- 3.8 The economic impact of 2008 and the findings outlined in this report suggest there is some evidence of modal shift occurring from the private car to public transport. And, it is likely that most of this modal shift will have occurred among regular journey makers, as even with higher costs, the occasional car journey is unlikely to be abandoned. The figures suggest there has been a significant shift in existing public transport users from buying daily tickets to season tickets, and that season tickets were also the product of choice for new users on the buses. As season tickets not only provide better value for money, but also provide increased flexibility and more opportunity for travel, they seem the natural choice for regular users trying to save costs, and for new users changing journeys from the private car.
- 3.9 As the recession took hold, many businesses were faced with the prospect of making redundancies or going out of business. Some high profile job losses in Tyne & Wear include Nissan who cut a quarter of the workforce, losing 1,200 staff at its Sunderland plant. A further 400 job losses were announced at businesses supplying Nissan, with Unipres in Sunderland cutting 100 full time and 200 temporary posts, and Johnson Controls in Washington cutting 100 jobs, which represented half of its work force. Findus made more than 350 redundancies at its factory in Longbenton, and Newcastle Building Society announced 150 redundancies, with jobs being lost at both the head offices in Newcastle city centre and the new offices at Cobalt Business Park in North Tyneside.

- 3.10 After 3 years of relative stability, unemployment levels in Tyne and Wear increased in July 2008 and have increased further every month since then. When comparing the unemployment rate in March 2009, which stood at 7.9%, against March 2008, which stood at 4.9%, this represents an annual increase of 61%. In actual numbers this means that in the space of just one year, there were 14,500 more economically active residents of Tyne and Wear out of work. Although South Tyneside continues to have the highest unemployment rate in Tyne and Wear, Sunderland actually recorded the highest increase in 2008/09, with Nissan and its local supply chain being a key contributor to the increase.
- 3.11 Market research informs us that the main reasons people choose to use public transport in Tyne and Wear are work, shopping and leisure related, and consequently, it is a fundamental part of the everyday lives of its users. The impact of the recession is therefore of great significance to public transport to varying degrees. For example, the increase in fuel costs can result in an increase in public transport use, however, non essential 'leisure' journeys may be made less frequent, or not at all, because of the associated costs. Also, rising unemployment will result in less commuting journeys, which will reduce all forms of travel, and lower levels of disposable income will result in fewer journeys to the retail centres.
- 3.12 The months leading up to Christmas are traditionally a busy time for public transport in Tyne and Wear as many people make additional journeys into the city centres during this time in search of presents, retail therapy and leisure nights out. However, in 2008, it was somewhat different. The months of October and November were dominated by mass media coverage of the impending recession, rising unemployment levels and the increasing number of housing repossessions. For those who had not already been directly affected by the economic downturn, there was also the more tangible sight of shop closures on the high street, with Woolworths being of particular local prominence, with shops closing in all districts of Tyne and Wear.
- 3.13 In response to the economic downturn and rising inflation, the Bank of England initially cut interest rates in October 2008 by 0.5%, and in November they were slashed by 1.5%, followed by a further 0.5% in December. However, this did not appear to influence a significant change in consumer spending, which was hoped to stimulate the retail sector and the wider economy, as retail footfall was down significantly in the months leading up to Christmas 2008, including December, when compared to the previous year. This downturn in demand was also evident on public transport, as in December 2008, patronage on Metro was down 5.8% year on year, while the only growth on bus was in elderly and disabled concessionary journeys. Considering this patronage decline was set in the context of what

was overall a strong year for patronage, this highlights how public transport is directly affected by the wider socio-economic environment.

**4. Background information**

4.1 The full report will be circulated in the summer of 2009 providing a more detailed analysis of public transport patronage trends and a more comprehensive review of the relevant socio-economic trends.

**5. Next Steps**

5.1 Further updates on patronage performance and related socio-economic trends will be provided throughout 2009/10

**6. Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

**7. Background Papers**

7.1 None

**8. Contact Officers(s)**

8.1 Paul Craney, Nexus 0191 203 3214

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## Tyne and Wear Integrated Transport Authority

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**TITLE:**           **Date: 23 July 2009**

**ITA ANNUAL INSPECTION**

**REPORT OF**           **DIRECTOR GENERAL OF NEXUS**

**Reasons for confidentiality: Not confidential**

**District Implications: None**

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**1.           Summary / Purpose of Report**

1.1           To seek approval to the itinerary for the ITA's annual inspection to take place early in September, date tbc.

**2.           Recommendations**

2.1           Committee approval

The outline itinerary in the attached appendix to be approved.

**3.           Introduction / Background**

3.1           As part of the process of keeping members apprised of progress with major transport development in Tyne and Wear an annual inspection is arranged. The proposed programme for this year's visit is attached in the appendix.

3.2           Members will note that the visit anticipate inspecting three major developments. Tyne Tunnel 2, the start of works at Sunderland Station and the near completed works at Haymarket. Members will also receive comprehensive briefing on potential developments in bus and smarter choices.

3.3           This programme may be subject to change but it is anticipated that the visit will commence Sunderland Station at 0900hrs and finish at approximately 1530hrs.

**4.           Information**

4.1

5. **Next Steps**

5.1

6. **Further comments by the:**

- **Clerk** (if any);
- **Treasurer** (if any);
- **Legal Advisor** (if any);
- **Director General** (if any).

7 **Background Papers**

7.1

8 **Contact Officer (s)**

8.1

APPENDIX 1

**ITA MEMBERS INSPECTION  
PROPOSED ITINERARY**

0900hrs - Meet at ticket concourse, Sunderland Station to view start of works.

Photocall opportunity – media invited.

0930hrs - Depart Sunderland by coach.

1000hrs - Arrive at Tyne Tunnel for inspection of Tyne Tunnel 2.

1200hrs - Depart Tyne Tunnel for Village Hotel.

1230hrs - Lunch

1315hrs - Presentations on major schemes – Ken Kemp.

Presentations on Smarter Choices.

1415hrs - Depart Village Hotel for Northumberland Park using R19 bus.

1430hrs - Metro to Haymarket.

1500hrs - Inspection of completed works at Haymarket.

1530hrs - End of Visit.

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## Tyne and Wear Integrated Transport Authority

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**DATE:** 23 July 2009

**TITLE:** UPDATE ON THE 2009 CONCESSIONARY TRAVEL SCHEME

**REPORT OF:** DIRECTOR GENERAL OF NEXUS

**District implications: All districts**

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### 1. Summary / Purpose of Report

1.1 This report sets out details of:-

- The current performance of the scheme;
- A consultation exercise recently undertaken by the DfT on the administration of the concessionary travel scheme;
- Proposals for the the Companion Scheme.

### 2. Recommendations

2.1 The ITA is recommended to:-

- i. Note the submissions by PTEG and Nexus in response to the Department for Transport's consultation on the administration of the Concessionary Travel Scheme (section 3.1 refers).
- ii. To note that concessionary ridership by both children and the elderly and disabled continues to grow (section 3.2 refers).
- iii. Approve the re-issuing of companion cards to existing members to expire on 31<sup>st</sup> March 2010 with proposals for the opening up of the Companion Scheme to new members to be presented to the ITA as part of a report on the review of Taxicard at the September meeting.(section 3.3 refers)..

### 3. **Background**

#### 3.1 Administration of the Concessionary Travel Scheme

3.1.1 The Department for Transport have issued a consultation paper on the administration arrangements for the Concessionary Travel Scheme. The consultation is looking at a number of options:-

- Leaving administration arrangements unchanged, with existing authorities, of which there are over 200, many of which are small District Councils continuing to act as Travel Concession Authorities;
- Moving administration to higher tier authorities (County Councils; with no change to PTEs);
- Department for Transport taking over the function;
- Administration at a regional level.

3.1.2 It is known that the Department favour moving towards administration by higher tier authorities, which will have no immediate impact on PTEs, although there could be indirect funding implications which will need to be assessed.

3.1.3 PTEG has responded on behalf of PTEs and has expressed its general ambivalence towards the proposed changes, although it has emphasised the need to ensure that there are no unintended consequences for PTEs as regards future funding as a result of any changes made to the administration of the scheme. Nexus has also responded by letter making the same point. (PTEG response and Nexus letter attached as Appendix 1).

3.1.4 The Department also propose two further consultations on operator reimbursement and funding, which are of far greater importance to PTEs and the Nexus response referred to above also stresses that these must be published as soon as possible.

#### 3.2 Ridership

##### 3.2.1 Elderly

Data is now available for the year end 2008/09. Based on operator returns which are validated by Continuous Monitoring, bus ridership for the year increased by 9.4%. Of this an estimated 3.5% is in respect of travel by non-residents boarding in Tyne and Wear, the costs of which are now funded by Nexus. In addition, 4.5% of all journeys by residents and non-residents go beyond the county boundary.

##### 3.2.2 Children

Following the extension of the child scheme to all day travel on every day of the week and the introduction of the Child All Day Ticket (CAT) at £1,

child concessionary ridership has increased by 26.1% comparing September 2008 – May 2009 with the same period in 2007/08. Significantly, comparing May 2009 with May 2008 there has been a 31.4% increase

### 3.3 Companion Pass

- 3.3.1 Concurrent with a review of the previous TaxiLink scheme in 2008 when TaxiCard was introduced, a Companion Pass providing free travel for carers was offered to persons who were members of TaxiLink at 31 July 2008.
- 3.3.2 No new members have been allowed to join and the scheme has been run as a one year trial.
- 3.3.3 This brought Tyne and Wear in line with Durham and most of the Northumberland districts (prior to abolition) who also offer a Companion Pass.
- 3.3.4 To date, 2,755 people have taken advantage of the scheme, which by agreement with Durham and Northumberland County Council's provides free travel in the region for the disabled person with a companion.
- 3.3.5 A review of Taxicard is currently being undertaken with a report to be produced to the ITA at its September meeting. This will examine take up and eligibility and concurrently proposals will be put forward for revised eligibility criteria for the companion pass to open the scheme to new members. However, the companion passes that have been issued expire at the end of September and it is recommended that these be reissued with an expiry date of 31<sup>st</sup> March 2010.

## 4. **Information**

### 4.1 Financial Implications

There are no implications for any of the proposals in this report that will affect the Concessionary Travel Budget.

## 5. **Contact Officer(s)**

### 5.1 For further information, please contact:

*Bill Harbottle, Concessionary Travel Manager (Nexus)*

*Telephone (0191) 2033277*

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**NOTE: Under the Local Government (Access to Information) Act 1985 members of the public have a right to inspect any non-confidential background papers used in the production of a non-confidential report to the Authority. Requests for information should be made to the Department originating the report.**

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**CONSULTATION RESPONSE FORM****CONSULTATION ON POSSIBLE CHANGES TO THE ADMINISTRATION OF  
CONCESSIONARY TRAVEL****PART 1 - Information about you**

Name	Jonathan Bray
Address	pteg, Wellington House, 40-50 Wellington Street, Leeds
Postcode	LS1 2DE
email	jonathan.bray@pteg.net
Company Name or Organisation (if applicable)	pteg
Please tick one box from the list below that best describes you /your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input checked="" type="checkbox"/>	Local Government
<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group how many members do you have and how did you obtain the views of your members:</p> <p>pteg represents the six Passenger Transport Executives. This response has been the subject of full consultation amongst all pteg's members</p>	
<p>If you would like your response or personal details to be treated <b>confidentially</b> please explain why:</p> <p>N/A</p>	

**PART 2 - Your Comments**

<b>1. Are there other problems, stemming from current administrative arrangements, that are not covered by this list?</b>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We consider that the paper provides a full analysis of the issues raised by the current situation. Whilst we have no problems with the current situation, we appreciate that some problems have arisen in non-metropolitan areas. We do have some concerns about the way in which a change to county authorities administering concessionary travel could impact upon future funding and raise these issues later in this response.

<b>2. Do you think that the current level of administration is the most appropriate?</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

In our own areas, we consider the current level of administration is the most appropriate. We have no views about the level of administration in other areas, but we can see merit in aligning responsibilities for concessionary travel with other local transport responsibilities.

<b>3. Do you think a system of 'higher-tier' administration would be the most appropriate?</b>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

See response to question 2

<b>4. Do you think a centrally administered statutory minimum concession would be most appropriate at this time?</b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We can see no merit in pursuing this approach. Bus services are essentially a local issue, and we support moves to focus as many as possible of the responsibilities for bus and other local transport services on the Local Transport Authority. We are extremely concerned at the the DfT's view that if central administration of statutory concessions were adopted this could mean that local discretion on non-statutory provision may be be lost. We could not accept this option, and consider that it would run contrary to the principles of effective local governance and the recent granting of well-being powers to ITAs.

<b>5. Do you think a regional tier of administration might ultimately be most appropriate?</b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We find it difficult to see a statutory role for regions in providing concessionary travel, though we accept that some local authorities may wish to organise themselves using a regional model. In the metropolitan areas, the move to city regional regional governance makes much greater sense, and we would wish to retain the right to place concessionary travel on a city region basis as the new structures emerge. However, this should be a matter for local partnerships to decide, and we consider that any changes should be both at the behest of the local authorities involved and use legislation already in place through the Local Transport Act 2008, or that envisaged by the current Local Democracy, Economic Development & Construction Bill.

<b>6. Are there other options for administering the statutory minimum concession that are missing from this list?</b>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

<b>7. Should all local authorities retain the ability to establish discretionary travel concessions using powers under the 1985 Transport Act as now?</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We see little merit in taking away discretionary rights from local authorities, which could effectively be circumvented through the use of well-being powers. Although not directly related to this issue, because it involves child travel rather than travel by older and disabled people, the current example of free off-peak travel for children living in Barnsley is a relevant example. This has been introduced at the behest of Barnsley Council by the PTE, on a fully funded basis, so that other Districts in South Yorkshire neither gain nor lose from the arrangements. In our view, this is a good example of local communities determining local needs, but within 'higher tier' administrative arrangements. The powers being used to implement the experiment are held by South Yorkshire, but the funding and initiative has come from Barnsley, demonstrating mature relationships between local authorities responsible for the same area.

<b>8.</b> Should the ability to establish discretionary travel concessions using powers under the 1985 Transport Act be limited to upper tier authorities only?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

See response to question 7

<b>9.</b> Should lower tier authorities ability to establish discretionary travel concessions using powers under the 1985 Transport Act be limited to circumstances where they had to act jointly with upper tier authorities only?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

See response to question 7

<b>10.</b> Do you have any relevant data that could inform the cost/benefit estimates that will be used in the final Impact Assessment?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We would not support any change in administrative arrangements in PTE areas, and have no relevant data. We would also caution against the use of current estimates of administrative cost in an environment which will almost certainly be subject to radical change as the implementation of fully smartcard enabled systems accelerates in the years ahead.

<b>11.</b> Bearing in mind that there would be a separate consultation on the funding implications of any changes to the administration of concessionary fares, are there any other issues around funding that are not considered here?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
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Please explain your reasons and add any additional comments you wish to make:

We have major concerns about the way in which the funding implications of this change will be handled. Leaving aside the option for national administration, about which the Department clearly has some significant misgivings, we see no reason why the metropolitan areas should not be insulated from the financial effects of the any changes affecting the rest of the country. The budget for concessionary travel is of major significance in the revenue budgets of all PTEs. We would favour the whole of the statutory burden for concessionary travel being funded by direct grant. However, if this is not possible, our view is that the current hybrid of formula funding and special grant should be maintained.

We consider early discussion about the funding arrangements for concessionary travel beyond 2010-11 are essential, and should not be left until the general consultation on formula funding, due to take place in the summer of 2010.

If you have any other general comment that you would like to make concerning this consultation, please give them here:

We have no further comments, but we do consider that it is necessary that the uncertainties about possible national administration are removed as soon as possible, as the withdrawal of concessionary travel from local authority responsibility will create a major upheaval at relatively short notice.



Mr Richard Bruce  
Head of Concessionary Travel Division  
Department for Transport  
3/11b Great Minster House  
76 Marsham Street  
London  
SW1P 4DR

Your ref  
Our ref        JF/WRH/hb/DfTCAdmin  
  
Direct line    0191 203 3248  
Facsimile     0191 203 3181  
Email         john.fenwick@nexus.org.uk

13 July 2009

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Dear Richard

**Consultation Document**  
**Possible Changes to the Administration of Concessionary Travel**

I refer to the above consultation document issued by the Department on the future administration of the Concessionary Travel Scheme.

PTEG has submitted a response on behalf of all PTEs which is supported by Nexus. We would like to stress that although, in our view, the proposals are unlikely to have any impact on the administration undertaken by PTEs, it is important that there are no unintended consequences as regards future funding as a result of any changes in administration made elsewhere.

In the immediate future we would not like to see any changes to the allocation of Special Grant in 2010/11. Nexus and other PTEs have entered into agreements with operators and planned future expenditure to March 2011 based on the receipt of this grant and serious funding issues would arise if it were not received.

Moving forward, we understand that the Department intends to issue two further consultation documents on reimbursement to operators and funding which potentially have far greater significance to PTEs and we look forward to seeing these as soon as possible.

Yours sincerely

**John Fenwick PGDip CPFA**  
**Director of Finance and Resources**

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